

# CARIBOO AND *Northwest* DIGEST



CANADA & THE  
STATES SHARE  
ONE COURSE

by Richard L. Neuberger

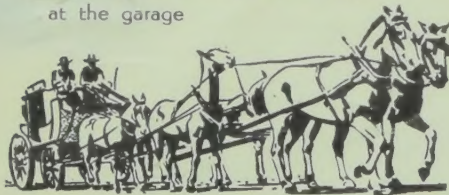
MARCH, 1951 VOLUME 7  
NUMBER 3 25c



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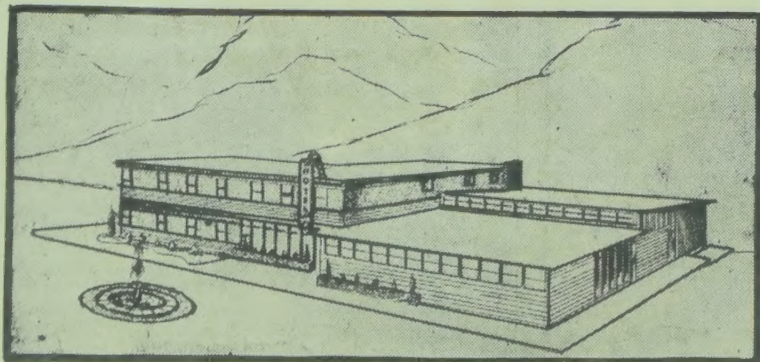
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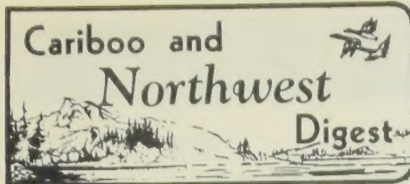
BRITISH COLUMBIA

BOSTON BAR, B.C. - Aero Surveys Photo

In The Heart of The Fraser Canyon on The Original Route To The Cariboo Gold Fields







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# LETTERS

TO THE EDITORS



## FATE OF THE "ENTERPRISE."

I found the article by Arthur Downs, "Saga Of The Upper Fraser Sternwheelers," very interesting and enjoyable. However in the interest of Historical Accuracy I would like to make one correction in regard to the last resting place of the "Enterprise," first of the river steamers to meet it's fate.

Mr. Downs states that the "Enterprise" was abandoned at Takla Landing instead of which it's "bones" reach forlornly from the sand on the beach at the west end of Trembleur Lake. A pitiful relic of a once proud River Queen, as the accompanying snap will show.

After the appeal was published in your magazine some years ago for more data on the fate of the "Enterprise," than has as yet been available I attempted to reconstruct the tale from information garnered from some of the older Indians in the surrounding districts who remembered the old boat, but the accounts were so conflicting it was impossible to put together an accurste account.



It was clear however, that the "Enterprise" made one successful trip from the west end of Trembleur to Takla Landing with freight which was delivered to her via the Skeena River, and Babine Lake, then was portaged to Trembleur. On her re-

turn to the head of Trembleur she caught fire and burned to the water-line. One must presume that she was then abandoned to the ever prevelant winds of "The Lake of Tumbling Water" which eventually piled her high and dry on shore.

The enclosed snap, which looks like a modernistic study of an artist's dream is all that's left of her.

E. M. Hoy.

Fort St. James, B.C.

It is unfortunate that the record of the fate of the "Enterprise" is so vague - on Mrs. Hoy's information it would seem that she was returning from Takla Landing when fire destroyed her.

—ED.

## ERROR.

I read with great interest your article on the Upper Fraser Sternwheelers in the January issue. Knowing Mrs. A. Johnson (who was supposed to be amongst the passengers aboard the "Quesnel" on the cover photo) I forwarded a copy to her, and received the following reply, which I thought might interest you.

"Dear Ernie:

Thank you very much for the Cariboo Digest, we have enjoyed it, but I must inform you that the woman on the cover page is not me, nor the boys my sons, as Terry was 9 and Jack 6 in Sept. 1910. The date I think was Sept. 28th, 1910 when we arrived on the "B. X."

The woman is quite good looking and I do feel flattered, but in the cause of truth, I must object; the only person who could tell us who the woman is, would be Mrs. John McInnes of Prince George, The woman with the white tie, I think is a Mrs. Temyre (the spelling is probably incorrect) They, she and her husband had the first bakery in South Fort George.

Now Ernie, a longtime no see, but, if I am around next summer I will surely try and get up that way and see all my old tillicums, I intend to subscribe for this magazine as I do enjoy it so much.

I hope you are in good health as we are here. Thank you again,

Very Sincerely,  
Agnes Johnson."  
Savona, B.C.

In closing I would like to add that

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## Should Canada and the United States Become One Country?

By A. SAHONOVITCH

**I**T IS our opinion that if the above question were put to a vote across the Dominion it would be turned down by a majority of at least 99%. What many Americans, including Senator Neuberger (whose article proposing such a union appears on page 4,) can't seem to understand is that we Canadians have an intense pride in OUR COUNTRY - as a separate unit, under the direction of Canadians - a pride every bit as great as Americans have for THEIR country.....

Though bloodlessly won, we prize our independence as highly as do those who won theirs at Bunker Hill and Valley Forge, and will guard ours and respect theirs with equal zeal. This doesn't prevent us from being proud of our Old World attachments; proud that we are an independent member of that far flung empire the United Kingdom. We resent deeply Mr. Neuberger's suggestion that we toss Britain overboard along with our hard-won independence, in order to be swallowed by the U. S. A.

Contrary to popular American opinion which believes that the whole world would like to climb aboard the American band-wagon, we are content just as we are - and with good reason. We know that Canada is the largest country in the western hemisphere - and the least densely populated. We know that it is the richest country in the western hemisphere - in untapped natural resources. We know that we can, and will, quadruple our population - and still have room and resources for more. In short, having complete confidence in our ability, we know that no country in either hemisphere has the tremendous potentialities for good Christian living that Canada has - providing it remains under the direction of Canadians....

For it is no secret that while the U.S. propaganda machine works overtime advertising the incomparable standard of living attained by the "American Way of Life," statisticians in Washington are ruefully eyeing that country's fast-shrinking list of expendable resources. Secretary of State Harold L. Ickes warned the

American people years ago that they were nearing the bottom of their rich grab-bag of high-grade raw materials, and that the time was not far distant when the U. S. would have to regard itself as a "have-NOT" nation.

That the time of which Mr. Ickes spoke is drawing steadily nearer cannot be denied. The fact that the U. S. steel industry will shortly be relying to great extent on vast new iron ore deposits developed in Labrador, coupled with our greatly increasing exports to the U. S. ably indicates that their tremendous economic expansion, based on the export of THEIR resources for the bulk of the world's gold supply, is about to become stalled - AND THE PROCESS PUT INTO REVERSE... with gold being shipped out in exchange for raw materials.

The U. S. economy soared like a rocket, to dizzy heights, as long as it had power generated from its resources to propel it. But with dwindling resources and a POPULATION APPROACHING THE SATURATION POINT, it will soon have to come back to earth. Senator Neuberger's proposal is but the forerunner of a great many similar articles which will be written by Americans in an effort to forestall this economic reversal. Fuel from Canada's resources could keep their economy skyrocketing for many years to come.

That the U. S., having the bulk of the world's gold, should BUY her critically needed materials abroad, is not good enough, for that would not halt the reversal unless prices were DIRT CHEAP. And Canadian prices are obviously too high. The colossal audacity displayed recently by U. S. publishers when they asked for even more than the 90% of Canadian newspaper production they are already getting - while almost simultaneously demanding a Congressional investigation into CANADIAN newspaper prices - is a very illuminating insight into what Americans want out of Canada.....

Unfortunately for those who think as does Mr. Neuberger, most Canadians realize that our resources, how-

ever vast, ARE limited. Having watched the U. S. scene change in 100 years from - 20 million people with coal oil lamps and (so-called) "limitless" resources - to 155 million people with atomic power and the fear of NO resources - we realize that in this fast moving age Canada's resources could only keep the huge U. S. economic and industrial machine functioning for at best 30 to 40 years, after which the entire continent would develop critical shortages.....

In view of our appreciation of these inescapable facts Mr. Neuberger's glittering offer of cheaper cars, radios, washing machines, frigidaire, cameras etc., plus the prospect of higher wages (and higher living costs, which he fails to mention) will find few takers. We are quite willing to BUY what we need from the U. S. - and will pay the asking price - or go without. We know that his persuasive insistence upon the "sameness" of Canadian and U. S. speech, styles, customs, form of government and general outlook is motivated primarily by a desire to gain an open sesame to Canadian resources.

He idealistically states that the vast land mass that is North America was never meant by the good Lord to be divided by an artificial boundary at the 49th parallel, but should be one vast country extending from the arctic ice cap to the Gulf of Mexico. His omission of Mexico from this idealistic dream of empire is all too obvious... Mexico lacks resources.

And if he believes that the mere existence of a continent as a complete unit of land is sufficient justification for that continent to be under the rule of its most powerful country, he must also believe that the continent of Eurasia, as a single land mass, should also become one country. We doubt if he would agree to this. Hitler had a similar idea, to which there was some considerable U. S. objection...

Frankly, we are deeply offended, not at the thought of union, but that it was thought that we could be so cheaply bought. We are not yet prepared to

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## WITH THE AUTHORS

### A CONTROVERSY

When Senator Richard L. (Dick) Neuberger of Oregon sent in clippings of his article entitled "Canada and the United States Should Become One Country," published in the Portland "Oregonian," it can hardly be said that the idea of such a union took the editors by surprise. Such a union has often been mooted on both sides of the border in the past, but with indifferent response.

However, when Mr. Neuberger's article was circulated around the editorial offices of the "Digest," the response was anything but indifferent, it could even be said that results were 'explosive.' Heated arguments developed in a matter of minutes, while friends of long standing glared at each other while arguing the merits or demerits of the proposal depending on their respective viewpoints. When visitors to the office were faced with the question, "should Canada and the U.S. become one country?" the replies were varied and very emphatic. "The sooner, the better," replied one businessman. "Why the devil should we go on paying 30% more for our cars and refrigerators and similar products than they do across the line - when these goods are produced in Canada by Canadian subsidiaries of American firms whose production costs, due to lower wage rates, are less than in the U.S. It doesn't make sense!"

From a former American who graduated in, and is now practising law in Canada, "Not by a darnsight! What the devil do you think I came up to this country for?" From a former car salesman, "Certainly NOT! Canada's doing just fine as she is - and she's got what it takes to do a darnsight better." And from a mechanic, "Sure, and why not? I'd be getting two dollars an hour instead of the buck-fifteen I'm getting now."

Since the pint-size public opinion poll conducted within shouting distance of our offices elicited such positive results we promptly wrote Mr. Neuberger and obtained permission to reprint his article. It appears on page while on the editorial page will be found the editor's opinion in regard to the proposal.

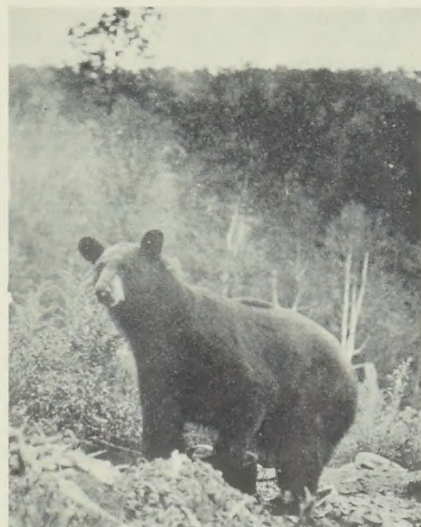
**EDITOR'S NOTE:** We would be pleased to hear our readers' opinion on the matter. Signed letters of interest received will be published on our letters page, unless we are requested not to do so.

ARTHUR DOWNS - BACK FOR THE THIRD TIME - WRITES IN TO SAY:-

"Several months ago these pages carried a report that I was about to leave on a freighter for the far East. Well, at the time it seemed so, or at least I thought so. However not a single seaman signed off the freighter chartered by the United Nations and I am still waiting for a berth. And going by the way the crews are sticking to their vessels it seems as if I'll be waiting ten years hence.

One thing always impresses me in any war is the publicity given to the Navy as compared to the Merchant Marine. For instance one Vancouver firm alone has four freighters taking part in the Korean conflict, although about the only people aware of this are the crew's relatives and dependents. Recently when the S.S. "Islandside" of Montreal arrived in New Westminster after five months in the Korean theatre the event was worth only a few scattered news stories and three minutes on the C.B.C. news roundup. But when the H.M.C.S. Sioux returned some 18,000 people turned out to welcome her and the event made headlines across the nation. Of course a rusty tramp freighter isn't so romantic as a heavily armed "Greyhound of the Sea" cutting the waves at thirty-five knots. And freighters don't carry press relation officers. Perhaps they should. It seems as if publicity is here to stay.

Since the article of Prince George went to the printers the local Jaycees have found themselves with a bit of a problem. The Grenadier Guards accepted their bearskin offer and asked for 500 hides immediately, with an additional 150 yearly.



Seen any of these around lately? If so, notify the Prince George Junior Chamber of Commerce.

The size of the order staggered the Prince George Jaycees and they began wondering what one regiment with so many bearskins. However it seems that as well as the Grenadier Guards, the Irish Guards, Scots Guards, Welsh Guards and Coldstream Guards are on short supply also and have turned hopeful eyes to the Prince George Jaycees.

"We could have easily met our original offer to supply the Grenadiers," one Jaycee commented, "but replenishing the stocks of four additional regiments is something of a problem. We'll do our best but evidently someone pictures Canada as a land crawling with bears with a Jaycee on each one's tail."

Well, it appears now that not only Prince George's but Canada's honor is at stake. So rally round, trappers, hunters, sportsmen. Contact the Prince George Jaycees, offer your services or your bear-hide and do your bit to keep the plumed headgear of the famous Guards regiments "waving on high."

## LETTERS,

(continued from page 1)

being an old-timer I enjoy your mag. very much, particularly the historical material. Keep up the good work.

E. W. Ewing.

Quesnel, B. C.

Forty years is a long time, and old-timer W.N. (Rusty) Campbell now Assistant Chief of Public Relations for the Forestry Department Victoria, who loaned us the photo, must have been misinformed. We are pleased to stand corrected. —ED.

### LIKES IT.

Billy McNeill's story about the tourist is swell. Let's have some more articles of other Parties.

W. A. Carey.

Chilliwack, B. C.

### TALL TALES.

I enclose..... and also for the issues of September and October of this year. My subscription ran out and I am very sorry I missed the magazine for the last three months. For factual information it is the best value I have found for a long time. It covers a lot of the best and finest scenic country in the Northwest, in an interesting way. Some of the fiction stories might be dispensed with but it might be said, too, that they add a flavor of the tall tales characteristic of old-timers whose favorite indoor sport is

continued on page 35



have closed my eyes and imagined myself back home in Portland.

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# Canada and The United States Should Become One Country

By RICHARD L. NEUBERGER

(Reprinted from the Portland "Oregonian")

**J**AMES K. POLK risked war between Great Britain and the United States when he made an international issue of "54° 40' or fight!" After much belligerency on both sides, the boundary between Canada and the Oregon territory finally was stabilized at the 49th parallel.

But this was more than 100 years ago.

Today the border thus defined is the most casual and informal in the world separating two great powers. Why keep it? It only holds back Canada economically and impedes the United States in the realm of global politics.

It is a border with no purpose except tradition. Pomp and ceremony are its sole justification. Are these enough in an era of crisis and danger?

Whenever the war drums sound, people in both the United States and Canada wonder whether the two vast and democratic nations should fuse into one mighty land, stretching from the Arctic ice sheet to the Gulf of Mexico. Such a time is now, with the Soviet countries threatening to precipitate World War III.

Canada needs America's manufactured products. America needs the raw materials of Canada. Most Canadians drive to work in American-made busses. The bulk of U. S. newspapers are printed on Canadian newsprint. Even the basic ingredient in the atomic bomb, pitchblende, is transported carefully to American electric furnaces from mines in the Canadian muskeg.

If it were not for the fantasy of customs inspections and immigration forms, the traveller would never know when he crossed the border.

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Canadian women wear clothes styled in the United States. On Canadian streets appear cars familiar to every

American — Fords, Buicks, Chevrolets. Neon signs are the same, and so are dishes in the restaurants. Safeway grocery stores advertise in Canada, likewise all the standard American canned goods. The language is identical — indeed, increasingly so, as U. S. movies exert a subtle but constant influence on the culture of America's huge neighbor.

At the border no passports are required. Immigration queries are often a lick and a promise. Why continue them? Vancouver, B. C., is a whole lot more like Portland and Seattle than are many U. S. cities in the Deep South, for example. Should the boundary farce be perpetrated?

Of course, tradition is strong. The Canadian leaps to his feet at the strains of "God Save the King." Yet this is the same sonorous tune as "America." The American votes for a president. The Canadian selects a parliament, which names a Prime Minister. But the voting is democratic and the ballot secret, so the difference is more in form than substance.

During World War II my unit was stationed with Canadian troops in Alaska and Yukon Territory. The Canadian soldiers were no different oaths, made the same admiring comments about the pretty army nurses, drank approximately the same quantities of beer per man, and argued politics in just about the same terms.

On a recent assignment in British Columbia, I heard debated such political questions as continuation of government rent controls, the virtues or faults of subsidized public housing, the wisdom of old-age assistance grants, how to raise taxes for the military effort, the protection of civil rights for Negroes. There were no English accents audible, so I could

Why erect a wall of tariffs and immigration quotas between ourselves and people who so share our own problems and ideals?

Yet there are even more cogent arguments for assimilation between the United States and Canada.

Canada, largest in area of all the American nations, is a treasure-trove of natural resources. The timber, minerals and rich black soil of the Dominion long have tempted Americans with money in the bank. During the four months just concluded, people living in the United States purchased \$300,000,000 worth of Canadian securities. In a single month, Americans bought \$121,500,000 in Dominion government bonds.

Yet this financial inter-relationship is complicated by a labyrinth of tariff barriers.

Canada puts a heavy impost on automobiles. This necessitates the importing of thousands of separate car parts from the United States. They are assembled for Canadian owners in small, high-cost plants. All this needless handling and assembling adds substantially to the price which Canadians must pay for automobiles. A standard car is approximately 20 per cent higher in the Canadian market.

What does this mean? It means, to begin with, that fewer Canadians can own their own automobiles. It also reduces the number of cars that Canadians can buy from American factories. Both nations suffer because a synthetic, unnatural tariff moat has been dug across a continent which should be united.

The same uneconomic process can operate in reverse.

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The iron ore of Minnesota's historic Mesabi Range is running short. Yet Canada has just tapped vast new deposits in Labrador. The first-growth evergreen timber of the United States is about gone.

Canada, on the other hand, has more forests than any other land where softwood grows. But American tariff laws complicate the importing into the United States of these vital raw materials which factories of our nation need so critically.

The province of Alberta is a storehouse of natural gas. The piping of this gas to the Pacific Northwest might reduce the price of gas in Portland for heating and cooking as much as 60 per cent. Prairie gas soon will be pumped across the Rockies to Vancouver. But its continuation on to Seattle and Portland is made more difficult and complex by the existence



of the international border.

The vast land mass of the North American continent was created as one unit by a beneficent Creator. Why split it artificially?

Many Oregon producers of wheat, fruit and forest products today fear the import of Canadian equivalents. They claim the Canadian goods are harvested by men receiving lower wages and they use this as a justification for putting pressure on Congress to raise higher tariff barriers.

What would happen if Canada and the United States were one and the same country? Would this competition become truly ruinous? It would not.

To begin with all wage differentials would be wiped out. Agricultural hands in Alberta and those in Oregon prob-

ably would work for similar pay. Crop subsidies would be identical. So would the contracts negotiated in sawmills and logging camps.

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Yet still more compelling reasons exist for confederation.

Canada and the United States are inextricably tied together for defense of North America. What menaces one also perils the other. In fact, Canada probably would be first in the line of fire if Russia ever directed an attack against the United States. During World War 11 thousands of American soldiers were stationed on Canadian soil. Most of them were engaged in the construction of the Alaska Highway and of elaborate military airfields along that road.

Although the Alaska Highway was built wholly with American funds and personnel, 1220 of its 1523 total mileage are through Canadian territory. This great project dramatically demonstrated the importance of Canada to the United States. In 1942, when Japanese troops slogged ashore at Attu island, Alaska became the first American sod to feel the invader's tread since 1812. But no land route to direct supplies against this assault could be constructed without a treaty between the United States and its good neighbor to the north.

Each of these two vast nations possesses skills and resources which the other vitally requires.

The United States has manufacturing genius to provide automobiles, refrigerators, stoves, X-ray equipment and cameras for the people of Canada. Canada has seafaring experience which America could well use. During the war the joint Canadian-American defense board voyaged to Alaska on Canadian ships, a policy recommended by the U.S. army because of the superior service and food offered by Canadian Pacific vessels plying be-

tween Vancouver and Skagway.

Despite the fact that the United States is smaller in total area than Canada, there is no comparison between the population of the two countries. The United States is inhabited by 155,000,000 people. Canada's population is a mere 12,000,000. Yet this enables Canada to offer Americans one of the greatest recreation and holiday realms on the face of the earth.

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Last year 1,200,000 Americans crossed the border at Blaine alone. Another 350,000 entered Canada at Huntington, a few miles eastward along the line between British Columbia and the state of Washington. All these people had to go through the formalities of proving their U.S. citizenship and declaring all their goods. Yet few of them regarded Canada as a foreign nation.

Canada needs population. Large, lush areas of black soil near fast-growing Edmonton, for example, are still to be tilled. On the other hand, Eastern United States is overpopulated. More people live in a brief arc around New York city than in all of Canada. Without the artificial deterrent of a boundary, the lack of balance between population and space might be better adjusted in North America.

Furthermore, each country needs the other — desperately. Without pitchblende from the shores of Great

Bear Lake in Canada's Northwest Territories, the U.S. atomic-energy plants might coast to a standstill. No source of high-grade uranium yet has been found within the United States.

But Canada also needs the immense manpower and industrial potential of America, in event of war fought near the Arctic roof of the planet.

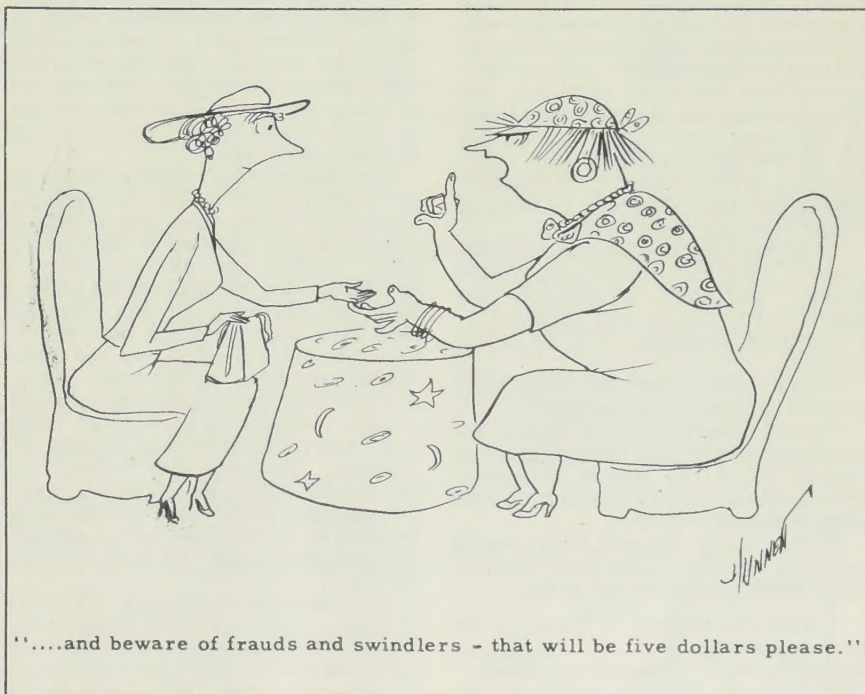
If this continent were under attack, Canada and the United States soon would be one nation. There would not be two uniforms, two flags and two battle plans in the field if men were fighting together to defend Vancouver Island and Puget Sound. Why wait for a tragedy to tie together two natural allies?

There was a period in history when the adversaries in the American Civil War were separated by rivalries far more bitter than any which ever existed between the United States and Canada. Even today, it is probable that there is more in common between Vancouver, B. C. and Portland than between Vancouver and Montreal.

It is true that the Canadian citizen pays allegiance to a royal monarch, but this is purely formal.

Perhaps we even might learn something from our good neighbors. When I was stationed with Canadian soldiers in the Yukon wilds, I was impressed by the fact that many more of them voted by absentee ballot in the national elections than did our own men.

Canada and the United States should become one great North American nation. "with dominion over palm and pine," to quote the poet's words.



"....and beware of frauds and swindlers - that will be five dollars please."



# Old Jede Deals

By JOHN F. MOORE

THAT WEEKEND was a wild and stormy one in the Kootenays. Old timers said, Benny Snell couldn't have picked a dirtier, more wretched night than the one he did, to rob old Jede Moreland. It was pitch black and raining fit for a second flood when he came up Red Rock Mountain; lifted the latch of the old hermit's door, and walked in. In all his thirty years on the rim of rugged Red Rock old Jede had never been known to lock that door.

Benny's clothes were dripping. The slouched hat didn't conceal his mask, while his curling black mustache ran little streams. Old Jede stirred in his bed in the corner, muffled -- "Who's there?" Benny sniffed, harmless old nut, kept his rifle on the opposite side of the cabin.

"Just a stranger, oldtimer," he said, walking to the table and striking a match, lighting the smoke-blackened kerosene lamp. This was easy. Hadn't he only been here the other day, a few other times too. Benny smiled. Of course he was here as Sam Finley, then. He planned his visits to a purpose. Sure he had heard interesting things about the eccentric old man; his love for souvenirs -- kind of surprised him that other night too, replacing a board in the floor over there by the rusty stove. Jede was sliding out of bed now, rubbing his eyes. Then he jerked upright, blinked -- seeing the pale glimmer of steel in Benny's steady right hand.

"Just hop over to that corner, oldtimer!" Benny's altered voice rasped sharp. "Get down an' remove that board -- I'm taking your money!"

Old Jede hesitated. "It's -- in the bank."

"Bank! If you value that white head and beard, get movin' quick!"

The old hermit recoiled before his menacing stride. Bent his long gnarled fingers lifted the board, reached, down and brought up a tin chest, opened. Benny leaned over him.

"Count it!" he snapped. Jede counted laid it on the floor, tens and twenties, some silver, a thousand in all.

"Where's the rest?" Benny's gun jabbed his ribs.

"In the bank. There's my book," Jede faltered. "But you won't get out

of these mountains, stranger -- I know. Hah --!" Old Jede started to cackle.

"You know!" Benny thrust him savagely against the wall; snatched up the book, flipped its pages. "Goldpoke City -- well. What's the idea? Most of you queers don't trust a bank. But I'm taking what's here -- silver and all."

"That's all I have!" Old Jede's frame shook.

"Huh, you old cackler, don't say I wasn't generous -- here's a ten spot for you." Benny dropped the tin and lone bill back in the hole. "Now get into bed. I never take chances -- not even out here with you mountain grubbers!"

Old Jede pleaded. "You don't have to tie me up! You'll be out of the country 'fore I kin' ride Rachei down to Nugget Creek."

"You ain't ridin' your donkey anywhere, Pop. Lie down!" Benny was breathing fast when he straightened up. "There now -- I won't need to gag you. Fella's like me plan things right," he said shoving the slipping mask up again. "There isn't a soul in twenty miles, so you won't be disturbed before tomorrow afternoon. Neither one of those stripe pant lawmen can get up here before then!" Benny yanked the door after him.

Once again on his rented pack-horse he slipped and slid down the treacherous trail. Grey dawn and drizzling rain found him camped at the river's edge, drying his clothes over a sputtering fire, and gulping hot coffee. This job had been a cinch. Had he been back East he might have had to knock the old coot off. Cops and dicks would have been on his trail, but in this mountain valley half-way to heaven -- only a couple of provincial cops kept order. Time he was getting out anyway. Fleecing was rotten; the miners were drifting out Nelson way. Prospecting hadn't paid on Red Rock Mountain -- not until he had run across old Jede Moreland, the hermit prospector.

Old Jede sure was looney. Friendly at first -- then he acted suspicious. Benny wondered vaguely what became of the old loon's carved souvenir coin, he was nuts over. Said he'd never

part with it, and then a couple of weeks ago -- ups and says he had given it to a friend. Well, when they get that way what else would you expect. Anyway, this haul was worth far more than months of back-breaking shoveling in creek beds.

Benny drained the dregs of his last cup. He was pretty smart, timing this job with that little gold rush down at Goldpoke City -- knowing the Law was down there after "claim jumpers." Benny's thin lips curled. Old Jede hadn't even recognized him -- naturally he wouldn't -- not with this mask curling black moustache, and his voice. Back East one winter, he hadn't done bad as an actor -- maybe he should have followed it up. He held the mask and moustache over the flames a moment, dropped them, watched them burn to a cinder, then doused and spread the embers, brushed the ground. And now, he was just Sam Finley riding down the valley.

Nugget Creek with its shambled dilapidated buildings at the end of the stub ore line, could well be called a ghost town. Even the Hot Lead Saloon was empty. Benny turned his horse over to its owner, Pete Keller, Nugget's stableman.

"Leavin' us, Sam?" scrawny Pete asked. Sam! That was one of the first things Benny had done when he came into this mining country. He made it known from the first that he was Sam Finley. "No! Just down to Goldpoke City -- work my claims there."

"Don't say!" Pete knocked his cornucop on the manger. "Some excitement down there, feller made a strike. Our Corporal, Ray Barrington, you know, jus' rode in late last night. Caught a couple of claim jumpers down there, he did!"

"Yeah!" Benny grunted.

After a wash-up and early supper in Olga Swenski's cafe, he was set to bid Nugget Creek adieu. It was in the cafe that he suddenly saw Corporal Barrington, watching a black-bearded giant and a ratty little man having their supper. Must be those claim jumpers, he thought. He nodded casually. Barrington winked. "Hello Sam! Like to join us?"

Benny's lips twitched. "Just had mine, Corporal." He walked on to pay his bill. He wondered how foolish Barrington would feel, if he ever got a clue later. The Ore Line Weekly should roll in in twenty minutes now. Benny meandered along the plank sidewalk to the depot. Grizzled old Steve Warnick, one time prospector, now storekeeper, postmaster and station agent of Nugget Creek, leaned on his wicket shelf.

"Goin' outside, Sam?" he chirped. A perfectly aimed quid of tobacco juice arched across the platform and sizzled on the near rail.



# too big . . .

By FRANK K. BRINK

**T**HIS STORY will show that fear can give a lift to strength. It is not my story but Bill's and it is true.

I was working on a drilling-gang, drilling test holes for gold. One of the gang was Johnson, a great big Swede. And when I say big, he was big. . . over six feet tall and he weighed 290 pounds, so he was a big man.

We were working out in the wilds of northern Ontario, and there were some bears around. The bears down East are more vicious than the western black bears, so you have to watch out for them a bit more.

Now, Johnson liked to go out in the bush alone, prowling about when he was not working and we teased him about the bears telling him that he had to be a little careful - though he was almost strong enough to tackle a bear bare-handed. When we did that Johnson always clapped his hip and said, "I have my knife." - He always wore a little sheath-knife in his belt the same as they do in northern Sweden and Finland. They use it as we use a pocket-jackknife, but it comes in a little more handy, maybe, in a fight. His knife was slightly shorter than a common hunting knife, but in his hands he figured it was good enough to fight a bear with.

One day Cliff, our foreman, told Johnson to go back to our supply-dump to get a length of rubber water-hose. He explained to him carefully how to unscrew the coupling and only take the top section off the pile, about 150 feet. The hose was rolled up in a coil about the size of a small wagon-wheel and there were five sections, so the pile was about four feet high. The one section would make a fair load for a man the way he had to go, which was across a creek. He had to go down the bank, cross the creek on a big cottonwood tree, felled by the earlier prospectors to form a make-shift bridge - it served its purpose well, alright, the bark had fallen off and it had been riffled on top with an axe - over that he had to climb the bank on the other side. It wasn't very far though.

Johnson said "Ja-a" and went his way.

He came to the pile of hose, found the first coupling and began to unscrew it. Then he heard a grumble from behind. A bear! And Johnson lost what sense he had.

I think anyone gets scared when a bear suddenly looms up unexpectedly close to you - as often one will do. A person will then either freeze stiff

or instinctively try to get away in a great hurry. Johnson did the latter thing, but his mind didn't slip the one thing he had been sent for. He grabbed the whole pile of hose like so much dust, down the slope he plunged, across the bridge and up over the other bank.

There he came up to us, his eyes bulging and his chest puffing, the whole coil of hose up over his head and shoulders - nearly seven hundred pounds! We looked amazed at first - then, "A bear," he puffed out and we burst out laughing, we nearly died laughing. We laughed all that afternoon so we didn't get much work done.

The superintendant happened to come up shortly after and he looked at all that hose and asked what it was all about. We explained to him that a bear had scared Johnson so he had run off with the whole coil.

The boss kept a cool face and said to Johnson curtly, "Bring it back!"

Johnson saw that he meant it and tried obediently to lift up the coil. But doing his best he couldn't even lift it from the ground. Maybe he didn't like much to go back to the bear, but in truth he couldn't lift those four sections, though he had grabbed the five like nothing when kindled with fear.

So the hose was left there. We would have had to move it all over the creek later anyway.

"Why didn't you use your knife, Johnson?" I asked.

"Too big," he answered gruffly.

We fell into another fit of laughter. The way he said it sounded as though his little knife had been too big to use on the bear.



## OLD JEDE DEALS.....

"Just to work my claims down-river. Give me a ticket to Goldpoke City, Steve."

"Sure, prospectin' isn't much in these hills any more. Here---."

"That's right, Steve," Benny shoved his money in; took the ticket. He wasn't taking any chances with large bills. Clever -- he remembered telling Steve and some of the other boys last week, that he hadn't a bill to his name. He walked down the platform again: couldn't that train cut short its switching.

The sun dropped behind the glowering pines as the single swaying coach rocked around the river bends. Benny's eyes roved over his half-dozen fellow passengers -- two of Nugget's veteran prospectors, and the others; probably some adventuresome young chechakos. Satisfied, he fixed his

gaze on a distant peak. Yes, a fellow with brains could do alright up here. Tonight at Goldpoke he would catch the mainliner and by daylight -- well these mountains would just be in the dim west, and one grand -- easy money! Benny relaxed -- relaxed much too completely for a man who was never to make Goldpoke City that night.

The train jolted to a stop. Benny shoved his window up. Nothing but a flag-station -- Bar Siding. Why stop here? Goldpoke was around the next curve. The train was on. Tall lanky Constable Ross was ambling up the aisle. "George," he clapped one veteran on the back. "Down to the Goldpoke river, come on up the aisle, stop."

Benny moved over -- he was sociable for a few minutes. He knew the Constable. Dennis Ross sat down.

side?" he asked, dropping a strong hand on Benny's forearm. "Better come with me, Benny! That's the name -- saw your picture out East one time. Ralston's stage is waiting to take us back to Nugget Creek."

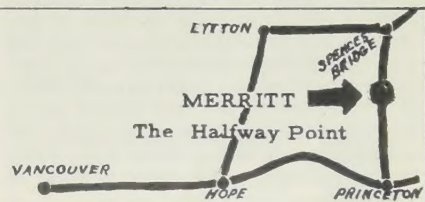
Benny gaped a split second. "See you!" Tensed, he jerked his arm while his right made a lightning flash but there was a quicker flash of Benny's hand.

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# We Never Think

By F.W. LINDSAY

EVERY American knows Sutter's Mill, where it is and what it stands for. Every Texan is familiar with the story of the Alamo and Colonel Bowie who fought Santa Anna, the Mexican, until all of the defenders of the Alamo were killed. The memory of these American heroes is kept green, the shrines where they died are kept painted and guarded and the graves where they lie, or where it is supposed they lie, are kept clipped and watered by the governments of the various States. Woe betide anyone who happens to sit upon one of the multitudinous beds where George Washington slept ... let alone carve souvenirs out of the woodwork ... as has been done in the priceless historical church at Barkerville.

We admire the United States and its people for the reverence and homage they pay their heroes. We in British Columbia, however, are far more practical. We don't honor our dead we don't cherish our shrines or our history. We cherish nothing but the Dollar (spelled with a capital, as though it were either Holy or Royal) We cherish dreams of hydro plants, paper plants, pulp plants and other kinds of plants which grind out money and industrial diseases of many sorts. We never think of painting a fence around a graveyard, or protecting the oldest courthouse in B. C. or keeping green the memory of Charters Brew and that gallant company of adventurers who lie so silently in the bed-ragged burying ground at Barkerville.

One time there was a war-canoe at Quesnel. It was a relic of past times. It rotted and fell away. In the central and eastern provinces the memories of the past are part and parcel of the present and future history. History lives in the cemetery of Quebec city. History lives too in the small cemetery of Sixteen Island Lakes above Montreal. Throughout the east there are countless small and well kept museums and these prove to be among the greatest tourist attractions.

There must be some tourist attraction in ancient history and relics. If there is not perhaps someone would explain in words of not more than one syllable why the Americans buy Indian totem-poles from Massett and the Sandspit and Bella Coola and other points to use in their parks and museums.

If money is the chief end of man in British Columbia it seems as though we are defeating our own ends by letting the past die out. Yale is a forgotten town and Soda Creek and all the towns between. The thousands of argonauts are forgotten. One wonders what tourist will come as far north as Quesnel to see a hydro-plant? They have Boulder Dam and a few modern relics of their own. One wonders when the road is paved from the 49th parallel north whether Americans will come to see the miles and miles of jack-pine sliding past. Cariboo is the cradle of B. C. The next generation may well wonder what kind of insensate creatures preceded them. A

stone cairn stating "Alexander McKenzie passed here," will be a mute testimony to our lack of imagination.

We have not heard of a Barkerville avenue or street in any town or city in B. C. For years a handful of people in the town of Barkerville have tried to keep some of the points of historic interest intact. The Richfield courthouse above Barkerville where hanging Judge Begbie held court is now a skeletal structure whose walls have been profaned, whose windows have been broken and whose history has been all but forgotten. Imagine a building such as that in Washington or Oregon falling into disrepair.

There is no museum in Quesnel, one or two people have saved historical curios throughout the years but there is no building to house them in. The late Louis LeBourdais tried time and again to arouse a spark of interest in the mighty men at Victoria regarding Cariboo history. But they, like so many counterpoised clay dolls nodded their august heads sagely saying "yea, yea," or "nay, nay," and doing nothing at all about it.

It is not enough that roads are being built and the country opened up in the interests of Industry. There should be more to life than jobs and the creation of jobs. Possibly if there were a little more accent placed upon the pioneer and a little less upon security we might have time to glance about us and get our house in order.

We personally feel greatly embarrassed whenever a tourist points at the Quesnel cemetery and says, "Is THAT your cemetery?" We feel like crawling under a stone whenever a tourist talking about Barkerville says, "Well why the dickens don't you people do something about it?" And we feel like screaming when some large rotund politico says ..... "Of course these things will be attended to. ... But first of all we must look to the future."



bo  
Ol  
bank."

"Bank! If you want to keep your money and beard, get movin' quick!"

The old hermit recoiled before his menacing stride. Bent his long gnarled fingers lifted the board, reached down and brought up a tin chest, opened Benny leaned over him.

"Count it!" he snapped. Jede counted laid it on the floor, tens and twenties, some silver, a thousand in all.

"Where's the rest?" Benny's gun jabbed his ribs.

"In the bank. There's my book," Jede faltered. "But you won't get out

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Old Jede su  
at first -- th  
Benny wonder  
of the old loon  
he was nuts





# Prince Rupert is our Port

By PAGE RIDEOUT

OUR 7,000,000 bushel wheat deal with Japan but demonstrates Sir Wilfrid Laurier's vision when he put Prince Rupert on the map. Also Melvin Hyas idea when he put \$3,000,000. into a ship building plant to build his boats that were to ply the Pacific. But the Federal Election of 1911 threw Prince Rupert into the scrap heap where it remained until the Pearl Harbour episode when the Americans took possession and expended some \$16,000,000 on rail and port fixtures, but the \$16,000,000. proved to be dead capital when the Americans folded their tents until the arrival of a U. S. company with the Columbia Cellulose plant which is absorbing many millions of dollars, and is claimed to be the biggest thing of its kind on the Pacific Coast. And now the Aluminum Company of Canada, which is a financial child of American capital, is spending \$500,000,000. on a plant that covers the ground between a huge dam on the Grand Canyon on the Nechako to a smelter at or near Hartley Bay on Tidewater.

Now, let us for a minute, consider as to how Prince Rupert fits in as an overseas port for our great corridor across the top of the West.

Dawson Creek, B. C., is the western railhead of our northland; it is 84 miles map measurement from Dawson Creek by way of Hudson's Hope to Findlay Forks the head of the Peace River. It is 150 miles from Findlay Forks to Hazelton, which is on the C. N. Railways, 167 miles northeast of Prince Rupert which should be our northern port on the Pacific. Prince Rupert has a grain elevator that will load three or four boats at one time. She has a shipyard and drydock that would look after any repair work a boat might need. She also has one of the three No. 1 Harbours of the world. All of which is within 400 miles of Dawson Creek, our railhead of the northwest.

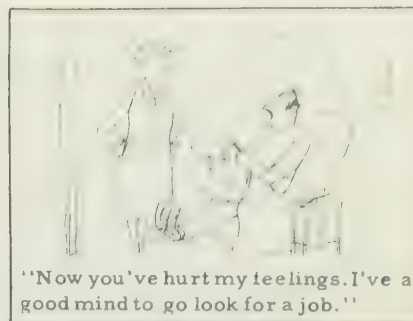
Now as we are shipping a consignment of wheat to Japan, and the Peace River country is making its consign-

ment, thus a wheat train has left Dawson Creek for that purpose, but when this train of, say 40 cars, reaches Edmonton the wheat has been hauled 505 miles, or around 100 miles further than if it had been shipped direct to Prince Rupert.

At Edmonton this train is divided on a 50-50 basis between the CP and CN Railways. The CN hauls their 20 cars 835 miles and the wheat is landed in Vancouver. But the wheat in the CN train has been hauled 1276 miles while the grain in the CP train has travelled 1340 miles, as against some 400 miles if the grain had been shipped direct from Dawson Creek to Prince Rupert.

The Vancouver Sun has announced the arrival of a Japanese boat for the first cargo of this 7,000,000 bushels of wheat we are shipping to Japan, but that boat sailed 500 miles further in order to pass up Prince Rupert and arrive in Vancouver, and when she arrives at her home port in Japan with her cargo she will have sailed still another 500 extra miles, and this will be repeated by each of the 20 boats which are supposed to make the round trip in January.

Now let someone take a pencil and figure out as to just how many miles of extra sailing will have been done to get the 7,000,000 bushels of grain over to Japan. Then, surely this small sea of figures mingled with common sense and reason tells us in no uncertain language that the 7,000,000 bushel shipment to Japan should have been shipped through Prince Rupert by all the laws of God and man, and what a boost that shipment would have been to Prince Rupert in developing her into a strong port on the Northern Pacific which our country now needs as we observe the war clouds climbing over the northern horizon.



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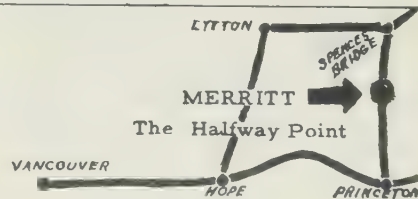
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# British Columbia - 1851 - 1914

The following is the 15th of a series of excerpts

from the historical volume entitled "British Columbia"

by **F.W. HOWAY** and **E.O.S. SCHOLEFIELD**

*published in 1914 by the S.J. CLARKE Publishing Co. and now out of print*

IN THIS ISSUE: - FINANCE and EARLY VANCOUVER ISLAND EVENTS

**I**N 1861 the revenue was £25,291, of which almost one-half arose from land sales and land tax; in 1862 £24,017; in 1863, £30,000; in 1864, (estimate) \$188,520. The apparent decrease in 1862 arose because that year's instalments due by the farmer's on lands purchased by them were postponed on account of losses sustained during the preceding winter, which had been unusually severe.

The total estimated income of the colony of Vancouver Island for 1864 was \$385,869, but this included arrears of revenue, sums due from British Columbia, advances to agents and heads of departments, the remainder of a loan, moneys due by Victoria City, and by the Home Authorities, and other sources. These items were included to make the estimated revenue exceed the estimated expenditure. When they are excluded (as not being properly revenue) the estimated expenditure is found to exceed the income by about \$107,000.

The sessions of the Legislature were very lengthy, for example, the first session extended from March, 1860, to February, 1861; the second, June 1861, to January, 1862; the third, March 1862, to February, 1863. But an examination of the laws passed during all these sessions shows very few really important statutes. In that class were Acts: to enable evidence to be given on oath before committees of the House; for preventing the disposal of intoxicating liquors to Indians; for providing a system of registration of titles to land; for licensing the sale of intoxicating liquors; for enabling aliens to own real estate; for the naturalization of aliens; for the registration of bills of sale; for regulating pawnbrokers; for facilitating the recovery of moneys due on bills of exchange and promissory notes; and for increasing the representation of Victoria city from two to three members. In reference to the last named act it may be pointed out that practically all members, though sitting for other constituencies, had their homes in Victoria.

The power contained in the grant of 1849 to the Imperial authorities to re-take the colony was exercised in 1859. Pending the formal re-conveyance an arrangement was made between the Crown and the Hudson's Bay Company by which the former became entitled to deal with the land in the colony. The grant had provided that on this resumption the company should reimburse "the sum or sums of money theretofore laid out and expended by them in and upon the said Island and premises and of the value of their establishments, property, and effects then being thereon." The settlement of this amount dragged on for years. The company at first claimed the enormous sum of £225,000 on the supposition that Crown would take over its establishments as well as repay its expenditures in connection with the fictitious attempt at colonization. But the Colonial Office refused to consider anything except the sums claimed to have been laid out under the latter head. After prolonged investigations and negotiations the amount was settled at £57,500, which sum was paid in two instalments of £25,000 and £32,500 respectively, on June 29, 1860, and October 6, 1862. Finally, on April 3, 1867, the company re-conveyed the island, with the exception of the lands sold by it, the Church reserve of about twenty-two acres, the Upland Farm of one thousand, one hundred and forty-four acres, the North Dairy Farm of four hundred and sixty acres, the Beckley Farm of fifty acres, the fort property at Victoria, and certain lots, in that town. It must in justice be admitted that if the company did not make a success of the colony, it certainly did of the negotiations.

The Legislative Council, which was re-nominated in 1863, was composed of the following persons: Hon. Roderick Finlayson, Hon. Donald Fraser, Hon. David Cameron, Hon. Alfred J. Langley, Hon. Edward G. Alston, and Hon. Alexander Watson.

The House of Assembly as elected in 1863 contained thirteen members,

for though Victoria had now three members, Esquimalt district had but one. The constituencies and their representatives were: Victoria City, Dr. J. S. Helmcken, G. H. Cary, and Selim Franklin; Victoria District, Dr. William F. Tolmie; Joseph W. Trutch, and Dr. James Trimble; Esquimalt Town, William Cocker; Esquimalt District, Robert Burnaby; Lake District, George F. Foster; Sooke District, William J. Macdonald; Saanich District, John Coles; Salt Spring Island District, J. J. Southgate; Nanaimo District, D. B. Ring.

The Speaker of this House, as of its two predecessors, was Dr. J. S. Helmcken; the Clerk was E. J. Nesbitt.

The number of voters in each district was: Victoria Town, 331, Victoria District, 97; Esquimalt Town, 50; Esquimalt District, 61; Lake District, 57; Sooke District, 15; Saanich District, 29; Salt Spring Island District, 29; Nanaimo, 32.

The officials of Vancouver Island in 1863 were: William A. G. Young, Colonial Secretary; Joseph Porter, Chief Clerk; George Hunter Cary, Attorney-General; A. Hensley, Clerk; Alexander Watson, Treasurer; J. Despard Pemberton, Surveyor-General; Robert Ker, Auditor; Thomas R. Holmes, Clerk; Edward Graham Alston, Registrar-General of Deeds; Charles G. Wylly, Assessor; Henry Wooton, Postmaster and Harbour Master; J. M. Sparrow, Clerk.

The officials of the colony of British Columbia at that time were: Colonel R. C. Moody, officer in command of the Royal Engineers and Chief Commissioner of Lands and Works; William A. G. Young, Colonial Secretary; John Connell, Clerk; J. Judson Young, Clerk; William D. Gossett, Treasurer (absent on leave); Chartres Brew, acting Treasurer; John Cooper, Chief Clerk and Cashier; John Graham, Clerk; Alexander Calder, Clerk; John Wolsey, Clerk; F. G. Claudet, Chief Assayer, Assay Department; Charles A. Bacon, Chief Melter; F. H. Bousfield, Assistant Assayer; W. Hitchcock, Assistant Melter; Henry Peling Pellew Crease, Attorney-General; Wymond O. Hamley, Collector of Customs; W. H. McCrea, Chief Clerk; Charles F. Wylde, Revenue Officer; John C. Haynes, Revenue Officer at Rock Creek; Robert Ker, Chief Clerk in Auditor's Office; T. R. Holmes, Clerk; James Cooper, Harbour Master; Arthur T. Bushby, Registrar General of Deeds; William Spalding, Postmaster.

The judicial and magisterial offices of the colony of Vancouver Island in 1863 were: David Cameron, Chief Justice; Thomas G. Williams, Registrar of the Supreme Court; Richard Woods, Clerk of the Writs; William B. Naylor, Sheriff; Augustus F. Pemberton, Stipendiary Magistrate at Vic-



toria; Horace Smith, Superintendent of Police; William F. Franklin, Magistrate at Nanaimo, Edward Stamp, Justice of the Peace at Barkley Sound; Commander J. W. Pike, R. N. and

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Those occupying similar offices on the mainland at the same time were Matthew Baillie Begbie, Judge; Greville C. Mathew, Registrar of the Supreme Court; Chartres Brew, Chief Inspector of Police; Peter O'Reilly, High Sheriff and Magistrate at Williams Lake; J. B. Gaggin, Police Magistrate at Douglas; E. Howard Sanders, Police Magistrate at Yale; H. M. Ball, Magistrate at Lytton; William G. Cox, Magistrate at Kamloops; Andrew C. Elliott, Magistrate at Lillooet; Thomas Elwyn, Magistrate at Cariboo; and Philip Henry Nind, then absent on leave. It was the policy of the Government to change the residence of these magistrates from time to time. They will therefore be found in many different places.



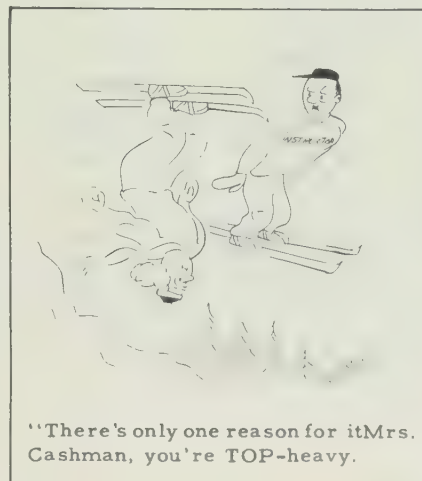
## The Pick & Shovel Cross

By JEAN E. GRADY

A thousand backs have carried it  
Into this tangled land;  
A thousand tongues have cursed as it  
Deep-seared them with its brand;  
A thousand hearts rejoiced as it  
Uplifted with its hand.

It marks the mountain tamed by man  
And bled for its gold;  
It shadows those which challenge man,  
And still their treasures hold;  
It signifies the hope of man  
On graves of leafy mold.

Yet there are few who lay it down  
When once it is their cause;  
Defiled and broken, still no frown -  
But strengthened by the loss.  
It's greater far than jewelled crown -  
The pick and shovel cross.



"There's only one reason for it Mrs.  
Cashman, you're TOP-heavy.

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# CARIBOO Plywood Plant Gets Under Way

By A.D.

**L**AST JANUARY 25th was an important day to the Cariboo in general and to Quesnel in particular because on that day the first veneer peeled in the Interior of B. C. rolled from the lathe in Western Plywood Compsny's new plant three miles south of the town. The Plant is a triumph to Quesnelites because it means that at long last a stable industry has been established in the district, bringing with it the promise of year round employment for an estimated 150 and a sense of security to the town.

Company officials, too, are well satisfied, because on the first day's operation the plant turned out a car-load of veneer. "It is almost unheard of to have a new plant go into operation and work the initial shift without a hitch," said J.D. McCarthy, production manager.

At present the veneer is shipped to Vancouver for processing, but by mid-summer the Company hopes to have equipment for turning out the completed product. In addition a small sawmill on the plant site will turn out lumber from the peeler cores and to reduce waste even further, it is possible that a small pulp mill will be added to the plant.

The pictures give a general view of



The first "peeler" log coming out of the lathe as a thin sheet of veneer.

the plant beyond which is natural booming ground formed by a bend in the Fraser River. The close-up shots show the logs prior to being put on the

lathe and later emerging as sheets of veneer.



photos by J.N. Martindale



Western Plywood Co. officials and workmen inspect the first log to go into the feed end of the lathe. From left to right: A.A. Magnuson, foreman, J.H. Duke, electrician, K Holmes, J.D. McCarthy, production manager, E.E. Gregg vice president, Dave Bain, master mechanic, Ed Vike,



chief lathe operator, J. Randle, chief engineer, J. Teleske, D. Madeley, K.R. Parkington, superintendent, J. Mundie, clipper operator, V.P. Abear, accountant.

ABOVE: Quesnel newspaper publisher L. Griffith inspects raw sheets of veneer.





General view of plant showing stockpile of logs.



From log to plywood.

photos this page by C. & N. Digest



Veneer being stacked ready for shipment to Vancouver plant.

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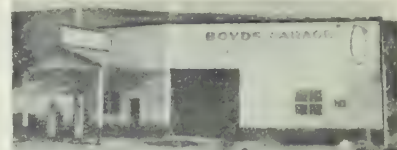
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# Prince George -Hub of the North-

by Arthur Downs

**I**F ASKED for a mental picture of Prince George, the average resident of southern B. C. immediately thinks of a frontier town in a land as remote and forbidding as Siberia. He doesn't know why he thinks this way, merely shrugs and tosses it off as "one of those things."

While this line of thought has been tolerated for thirty years, it is no

longer amusing to Prince Georgeites because their city is no more a frontier town than Miami Beach. Its streets are wide and straight and its business section clean and modern. At matinees its kids chew popcorn and bubble-gum as enthusiastically as do their counterparts in Vancouver or Regina, and morning and afternoon employer and employee whip over to

the nearest cafe for coffee. The city's average winter temperature is 24.5, and, far from being remote, Prince occupies a more favorable position in B. C. than Edmonton, Saskatoon, and Winnipeg do in their respective provinces and serves as the administrative centre for more than half of B. C.

The city is built at almost the geographical centre of the province and



Backbone of the Prince George district is lumbering. Last year over 5,000 carloads of it were shipped to all parts of the continent. Above is shown a portion of the industrial section of the town.





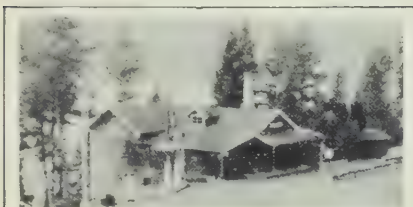
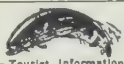
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prosperity.

justifies the local Board of Trade's  
title "Hub of B.C." A quick glance  
at a school atlas will bear this out.  
Five hundred miles west, linked by  
road and rail, is Prince Rupert,  
northern gateway to the Orient; east  
by C. N. R. lies Edmonton; while five  
hundred miles south, by highway and  
next year by P. G. E. lies Vancouver  
and the American border; and north  
via the Hart Highway lies the fabulous  
Peace River country.

In the late conflict the Department  
of National Defense was fully aware  
of Prince George's strategic location.  
They lost no time erecting an army  
camp for some 9,000 soldiers and  
constructing a \$5,000,000 airport.  
With the passage of time the vast army  
installation has found new owners but  
with today's emphasis on air-power  
the airfield is maintained in top con-  
dition and is the third best in B. C.

When the R. C. M. P. recently as-  
sumed Police duties in the province  
they, too, quickly appreciated Prince  
George's central position and made it  
Divisional H. Q. for the whole of Nor-  
thern B. C. Besides the Mounties, the  
Unemployment Insurance Commis-  
sion, the B. C. Game Commission, the  
Public Library Commission and many  
other agencies use Prince George as  
administrative centre. This is one  
reason officials are anxiously waiting  
for the completion of the Hart Highway,  
for it will better enable Prince to ad-  
minister its far flung territory. How-

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ever, there is another reason for their impatience.

The Hart Highway will cut some 800 miles off the present route from the Pacific Northwest to Alaska, and many feel that when the highway opens next year the bulk of the traffic through Edmonton to Alaska will pass through Prince George. "This will help business considerably" one prominent citizen pointed out. "But what we really need to develop Prince is a railroad to the Peace. Such a line would awaken the north and lead to the development of millions of tons of coal along the right-of-way. We know that a railway will be built someday, but when?"

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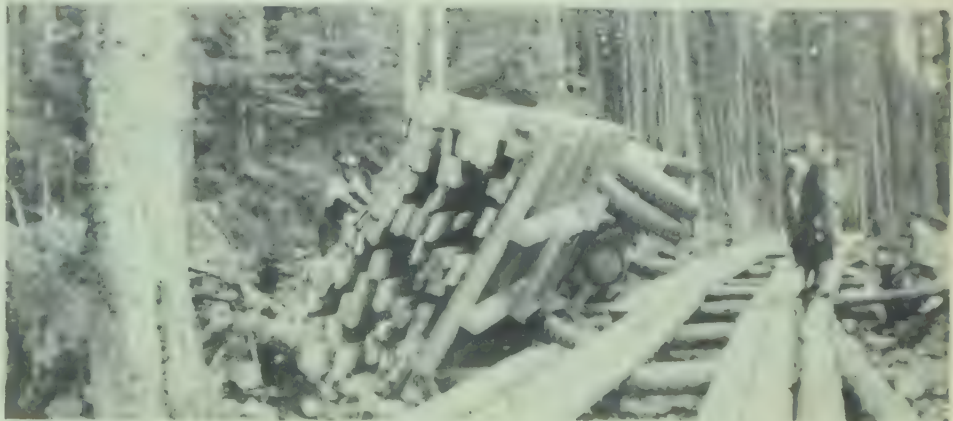
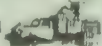
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That question and a host of others is what the average Prince Georgeite would like answered. They have listened to a great many election promises during the past forty years and still note that most developments are still in the promissary stage. Next year when the P. G. E. finally rambles into the city old-timers will look upon it as the completion of a promise made long ago. "In 1914 I remember my father telling me that the new railroad to the Peace would lead to great development," one citizen said, "and now I'm telling my kids the same. Only in his day they had survey parties along the whole line and most people looked upon the railway as already built."

It has been said that between the two world wars Prince George lived

on nothing but hope, and today there are more industrial straws in the breeze than ever. One of these, the recent announcement from Victoria that a pulp mill might materialize in the area, no-one accepts as a straw but more like a piece of chaff that blows by periodically. In fact the mention of the word "pulp" riles most old-time residents. They remember that in 1920 if government officials at Victoria hadn't been so slow, they would have had a pulp mill then.

They recall that during the first world war a group of Eastern financiers took leases on vast stretches of timber along the Fraser River and formed a company called the "Fraser River Pulp and Paper Company." In 1921 when they were ready to proceed with their mill they asked the Prov-



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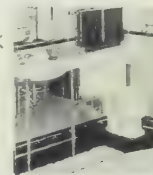


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initial Government for a lower royalty rate on the timber but were refused. The project was abandoned and then after considering the matter for five years, the Government suddenly adjusted timber rates in line with the Company request. The Paper Company immediately spent over a million dollars on preliminary survey work and people throughout the district were convinced that their lean days were over. Unfortunately it seemed not. The depression arrived, one of the partners in the project was murdered, one became seriously ill, and one died, and with him died Prince George's dream of a stable industry.

Another recent announcement to arouse considerable interest was that





Plenty of snow in the winter



- means beauty in the surrounding hills



- and lakes filled with water



- and bountiful crops for farmers

a company was being formed to build a several million dollar Fibreboard plant in the McBride area, with a second plant at or near Prince George. But again people looked at the past and wondered. They remember that shortly after 1920 a capitalist called McArthur took a liking to the area and bought the H. B. C. property with the idea of starting a super-sawmill. In 1926 a spur line was built to the mill site and construction was about to start when McArthur died. Once again the townspeople saw their hopes come to nothing.

One other multi-million dollar straw that everyone would love to see materialize is the proposed plant of the Dominion Creosoting Company. Representatives recently toured the area and found several sites that seemed suitable but so far there has been no further action. Another party interested in the district is a crockery concern. They have examined the deposits of excellent crockery clay in the district, but here, too, all is silence.

All these proposed developments lead to an air of wonder and speculation that makes the average resident an avid newspaper reader. "We never know what tomorrow will bring," one newcomer commented. "It's like standing under a barrel of ice water and waiting for someone to pull the bung. After the initial shock everyone recovers and settles down, it's the suspense that kills."

However people aren't merely sitting back and hoping for outside capital to move in. On the theory that "God helps those who help themselves" they are striking out on their own. One of the most ambitious projects at the moment is the attempt to develop a vast 300,000,000 ton coal deposit only 21 miles south of the C. N. R. and 45 miles east of Prince George. A Company aptly called the Bowron Lake Coal has been formed, 21 miles of pilot road completed and buildings erected to accommodate drilling crews. However, as Dave Wells, President of the Company says, "With our capital such a large undertaking is a slow business."

Another local industry that has a bright future is the manufacture of Woolsulate, an insulating material made from 90% chemicals. It reduces costs by some 25-50% and while it isn't fireproof, company officials demonstrate its effectiveness by spreading a two inch layer on their palms and exposing it to the blue-white flame of an oxy-acetylene burner for half an hour. "Selling the product is the least of our worries," says H. Docherty, in charge of operations.

"Our greatest problem at the moment is getting waste paper. Even



though we pay a cent a pound we still have to import tons from Vancouver."

Men like Bill Reece, who several years ago started a printing plant with no assets other than a determination to succeed, and Roy Pierrot, who recently came from Vancouver and opened the city's first motorcycle store, shows that there are still many with the frontier courage of those who pioneered the area.

But everyone agrees that no amount of individual enterprise will overcome is the city's critical power situation. At present eight Deisel units cannot meet the demand and instead of having the tantalizing bait of surplus power to offer industry, the city has to buy some of its supply from a local planer mill. The bitter pill that Prince Georgites have to swallow is that if it wasn't for an election promise that never materialized, this fall they would have had their own Hydro plant in operation.

Some 14 miles from the city on the Willow River there is an excellent Hydro site. In 1914 a Hydro engineer carefully surveyed the area and in his report stated "The only factor on which a power development here depends for success is the future growth of the city of Prince George."

Several years ago officials decided that the city was big enough to develop its own hydro. A plebiscite showed people 6-1 in favor of the scheme and the city spent some \$65,000 to determine whether the project was still sound from an engineering standpoint. The new survey, conducted by E. W. Bowness, a Hydro engineer with an international reputation, substantially agreed with the 1914 report and showed that an initial installation of 6,000 H. P. could be built for \$1,500,000. The city made plans to go ahead with the scheme and was authorized by an Order in Council at Victoria to float a bond issue covering construction costs. Everything was going well, and like the ill-fated pulp mill and the Peace River railroad years before, people considered the Hydro plant as good as in. Once more they were disappointed.

Election time was growing near and great things were promised for the north--among which was a 50,000 H. P. Hydro project on the Quesnel River, some 80 miles south of Prince George. In view of this announcement, local residents saw no reason for shelling out a million and a half of their own cash and settled back to wait for power from the Quesnel River. They are still waiting. The Prince George Citizen, a local paper with a semi-weekly circulation of over 3,200, in a recent editorial on the B. C. Power Commission's annual report, said in effect that "the government has drawn a curtain of silence around Hydro dev-



Main business section

-photo by E. Dickson



Its streets are wide and straight.

elopment in the interior, and this has proven even more aggravating than its 23 months of inactivity. In the Commission's report the only reference to us was a one sentence paragraph, ie: "Surveys of Quesnel River Hydro sites were completed and recommendations made to the government."

In view of the government's continued inaction and their own desperate need for power, there is a growing belief in Prince that the Willow River plans be dusted off again. "After all," one business man said. "Our power has always been profitable and any centre with a surplus always attracts industry." Meanwhile the city keeps adding Deisel units, and as one supporter of the Willow River scheme commented, "How many Deisels can you get?"

When people in Prince want relief from worrying themselves into ulcers

over their future or get tired cussing the government, they turn to speculating whether they will experience a phenomenon enjoyed by a few cities in Canada -- a winter flood. This happens when slush ice drifting down the Nechako River freezes at its silted mouth and forms a dam. The water backs up and floods the industrial site between the river bank and railway tracks. At the moment there is a general buck passing between the Provincial Government and the C.N.R. owners of the land, regarding who should foot the cost of building a dike or dredging a channel.

When Donald Gordon, C. N. R. President, recently passed through the district he displayed interest in the problem, and the B. C. Department of Public Works, has appointed an engineer to investigate further. But like the city's Hydro question, a lot of people feel that the ultimate solution depends





Heart of the shopping district is 3rd avenue.



The fire hall and city hall occupy spacious grounds.



Both the public library and high school shown above and below are due to be enlarged to take care of increasing population.



on the Aluminum Company of Canada. If the Company goes ahead with its vast Aluminum plant and builds a backwater dam on the Nechako, it will reduce the river's flow by fifty percent, and even if it isn't a complete cure, it will be a vast relief.

The last serious bout the city had with the river was during the bitter cold days of January 1950. The ice froze according to plan and soon water was lapping at piles of lumber on the 300 acre industrial site. At first no was alarmed but the river continued rising and before the ice-dam broke damage ran into thousands of dollars. When press wires carried a story that the flood caused a million dollars damage Board of Trade Officials and other promoters of the district paled and waited for the general exodus of industry. But the mills didn't pack their belongings and leave, instead more kept coming in and now in Prince George alone there are 14 planer mills giving steady employment to over three hundred.

Since 1939 lumbering in the district has increased some 580% and within a thirty mile radius of Prince George there are over 200 sawmills. These and outlying mills last year accounted for the more than 5,000 car loads of lumber that rumbled over the C. N. R. tracks as far away as the Eastern Seaboard of the United States. Lumbering in the district provides nearly 90% of the employment with mills hiring from one to several hundred men.

A writer from Vancouver once asked L. F. Swannell, District Forester for the statistics on the number of mills in the area and their size. He



was told that in the Fort George District there were 515 ranging from one horse affairs to those cutting 120,000 feet a shift. Somehow he got the wrong impression and promptly wrote that "most of the logging in the area was done with horses." While one mill in fifty might use horses, the trend is towards complete mechanization. This is evident from the tons of machinery and associated goods entering the district.

B.C. Equipment Company, who recently established an office in Prince George, report that sales in the past year have doubled, and Finning Tractor Company last year constructed a huge shop in the city to service the estimated 400 caterpillar tractors, electric light plants, and sawmill power units they have in the district. Besides these firms, there is a steady increase in the number of concerns establishing agencies in the district and many that previously ignored the area are showing increasing interest. Eaton's and Simpson's have mail order offices and the H.B.C. have replaced their log fort with a modern department store. When the Hart Highway opens and the city has a direct connection with the north, many more firms are expected to open offices, and already sixty travelling salesmen make Prince their home base.

A recent statement by Vancouver Tourist Officials that the opening of the Hart Highway will more than double tourist traffic through Prince George brought a groan from officials concerned about the city's accommodation problem. As is the case with virtually every northern centre, living space of all kinds is at a premium and houses are harder to find than the family cow at milking time. A hundred units built under the War-time Housing plan several years ago were occupied as quickly as they were completed. Hotels are crowded even in winter and Auto Courts are occupied the year round.

"What we need are several apartment blocks and more housing units," said the manager of one planer mill. "It's getting difficult to find good men. They come here, can't find a place to live and move on."

Judge E. D. Woodburn, Senior Judge for Cariboo County, an area of some 150,000 square miles, feels the same. When he was first posted to Prince George years ago he was impressed with its strategic position and felt then that the area had as bright a future as that of any of Canada. Since then his confidence has been justified. "However," he points out, "before the city can expect to attract more people and cater to any increase in tourist travel when the Hart Highway opens, something will have to be done to ease the accommodation problem."



Recently built business blocks and garages and stores are modern in every respect.



-photo by Wally West Studios

The proposed 25 room addition to the Prince George hotel and the recent enlarging and modernizing of the McDonald Hotel will ease the situation but will be only a drop in the proverbial bucket when the area becomes better known to the tourist. H.G. Stevenson, general manager of the two local theatres and a member of the Tourist Committee of the Pacific Northwest Association, firmly believes that there is a big opportunity for a first class Auto Court, but



Interior of one of its modern stores.





- photo by Wally West Studio

The P.G.E. will enter Prince George over the C.N.R. bridge shown spanning the frozen Fraser above.



Central B.C.'s only packing house, above, will shortly go into production on the outskirts of South Fort George.

stresses that the court must provide first class accommodation.

Hotels and houses aren't the only establishments pushed for room. When it comes to crowding, the Provincial government building ranks with the best. It started life as a hotel but in 1923 was purchased by the Govern-

ment for an administration building. For many years it was adequate but suddenly Prince George mushroomed and so did the number of government agencies and employees. Somehow, somewhere, everyone was squeezed in and continues to be squeezed in, but as one pert secretary moaned, "This

can't go on forever, or can it?" At present the only space that isn't strained consistently is the courtroom. Between cases employees cast longing glances into its empty confines and pull themselves away with difficulty, but one department head believes that it is only a matter of time before someone snaps under the strain and sets up shop on His Honor's desk.

But if the Government offices are crowded, the local coop is even more so. Since it was built Prince has grown five fold and more if the surrounding district is included. The only way officials can handle the situation is to send anyone sentenced to more than two weeks to the Provincial Penitentiary, and as one thoughtful prisoner pointed out, "this is an unnecessary drain on the taxpayer's money. When the new R.C.M.P. accommodation is completed it will alleviate the situation somewhat because present facilities won't have to serve as both lock-up and jail, but like the Government buildings, the local poky will still be bulging at the seams.

One organization that is proving itself a match for the city's growth is the Junior Chamber of Commerce. It's fifty odd members have the reputation being the most active body in the town and in 1945 was selected as the most outstanding Jaycee group in Canada for the year. While needling city officials is one of their favorite pastimes, they have proven themselves to be constructive critics. They have purchased an ambulance for the city, an operating table for the hospital and Donated \$5,000 toward a Civic Centre. Besides this, they recently added an international flavor to their activities.

It seems that the bearskin head-gear worn by the British Grenadier Guards on ceremonial occasions was becoming a bit frayed and since the Russians considered the bearskins essential military equipment, refused, to supply any more. The local Jaycees read about the Guards plight and offered to replenish their stock. The C.O. Wired back thanking all com C.O. wired back thanking all concerned and stated that the matter would be given close consideration. "of course we're rather glad they didn't ask for immediate delivery," said H. Clare, Jaycee President. "Right now it would have been a tough proposition. Guess we'd have all been out in the hills with shovels."

Another group coping with the rapid expansion of Prince George is the Civic Centre Association. At present they are raising \$100,000 to complete Prince George's first Civic Centre. Many people consider the plan too ambitious, feeling that the association should have contented itself with a





In July 1914 South Fort George was the distribution point of the area. Today only one building in five remains. Many buildings were moved to present day Prince George.

smaller objective. In answer Association officials point out that apart from the High School Auditorium which can no more cope with school requirements, there is not a single place where such large social functions, meetings, and sports activities can be held. "We pride ourselves about being a progressive city," said one member, "yet it's getting harder and harder to develop a community spirit. It's a sure sign we're on our way to becoming a city."

A. Bowie, President of the Civic Centre Association, admits that building a Civic Centre to accommodate a population of 30,000 in a city of 10,000 seems rather ambitious, but the Association feels that with the city's rapid growth, the centre will be no more than adequate when it is completed.

When the Centre is officially opened it will be one of the most modern in B.C. The main building is a two storey structure some 170 feet by 114 feet, and among other things will provide ample space for library, club-rooms, and auditorium. Since Prince George's arena is across the street, one artificial ice plant will serve both buildings, and the ten city blocks comprising the project will allow ample room for future buildings, playgrounds, and park. Already the centre echoes with the clunk of rocks and swish of brooms as the Curling Club makes the first floor.

While the Association today has the support of three-quarters of the town's businessmen, an equally ambitious undertaking several years ago raised a howl that was heard for months. This was the controversy over a new Junior-Senior High School. It was designed to accommodate 250 students, and since there were only 150 in the city, there was a great deal of argument. The war is over, there



Foundations for the bridge across the Fraser were constructed during the winter months when the river was frozen.

will be a general recession and we'll be stuck with a White Elephant" was the general outlook. However the School Board managed to get the school built and opened in 1945, and today the same White Elephant is providing higher learning for over 500 pupils.

In fact since the war instead of receding Prince has grown so fast that four to five new school rooms have had to be built annually. Last fall even this wasn't enough, for sometime students were on a swing shift basis, and School Board Officials say that if an entire new school isn't built by next fall, at least ten classes will have to revert to the swing shift.

To keep pace with continual increase, a million dollar school program is projected for the district. Among the new units are plans for a Senior High School with 14 operating class rooms plus six or seven special rooms for Vocational Training, Adult Education, and related subjects. Recently School Inspector R. Williston and H. Moffat, Chairman of the School building committee, travelled through Northern B.C. and Alberta, examin-



It has been over 25 years since bridge traffic was held up for riverboats.



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ing schools before deciding the general form of the new high school. "We aren't interested in educational palaces," Mr. Williston emphasized, "but in functional educational institutions that will provide the necessary facilities and yet be economical in both construction and operation." Providing the city keeps growing at its present rate, School Board Officials are confident that their million dollar building program will meet the demand for classrooms, but shudder at the thought of a sudden surge of people northward. This attitude differs slightly from that of the early high-pressure promoters who spent hundreds of thousands of dollars on world wide advertising and reached for aspirin when people didn't flock in.

Prince George's recorded history started on June 19th, 1793, when Alexander Mackenzie passed the future townsite on his voyage of exploration to the Pacific. Fourteen years later Simon Fraser, a partner in the North West Trading Company, erected a post which he named Fort George, in honor of the reigning monarch. The new Fort was profitable for the company but owing to its isolated location was soon dubbed "Little Siberia" by disgruntled apprentices. They soon learned that the only recreation was cussing the miles of wilderness or battling the weeds that threatened to engulf the Fort vegetable garden. They were denied even the rough camaraderie of the miner,



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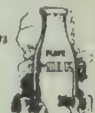
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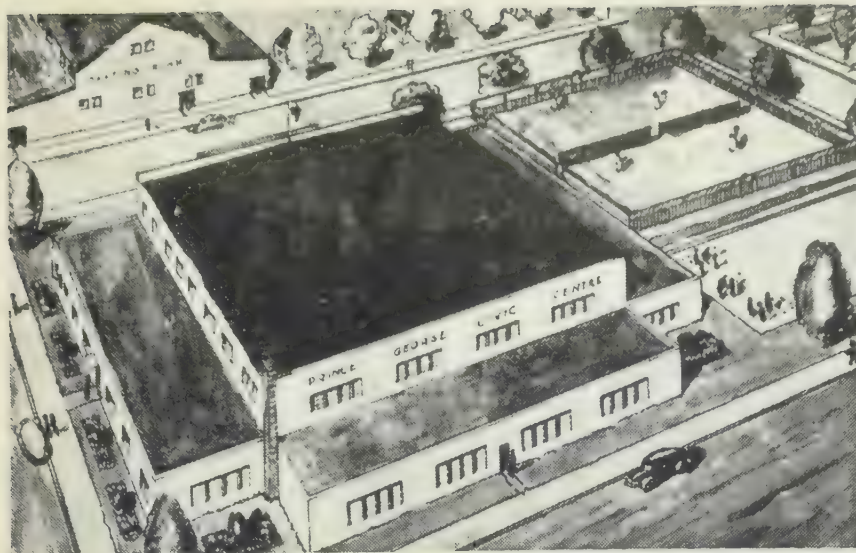
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\$100,000 civic centre being built by community effort.

for there was no gold in the area and the extension of the Telegraph north-west from Quesnel in 1866 completely cut Fort George from the main line of travel into Northern B. C.

For over one hundred years life at the Fort changed little, then in 1906 survey parties for the trans-continental Grand Trunk Pacific railway passed through the area and there was an amazing transformation. This was the age of land speculation and since Fort George was to be a divisional point on the new railway, real estate agents and land speculators suddenly became very interested in the area. Prominent among these was George J. Hammond, He was the original of the high-pressure salesman and rivalled the great Barnum when it came to persuading people that they were getting "so much for so little."

In 1909 he formed a company called the Natural Resources Security Company, subdivided one hundred acres west of the H. B. C. post and offered the lots for sale at prices ranging from one to three hundred dollars. Response was so favorable that the company quickly subdivided an addi-

tional four hundred acres and made formal application to have the site registered as "Fort George." Unfortunately the railway company had been eyeing the area for a townsite of their own and a battle started that

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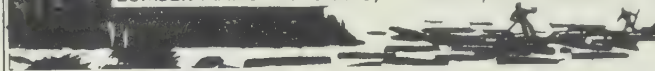
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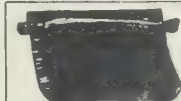
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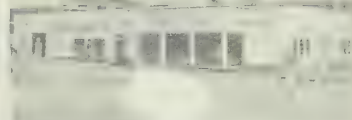
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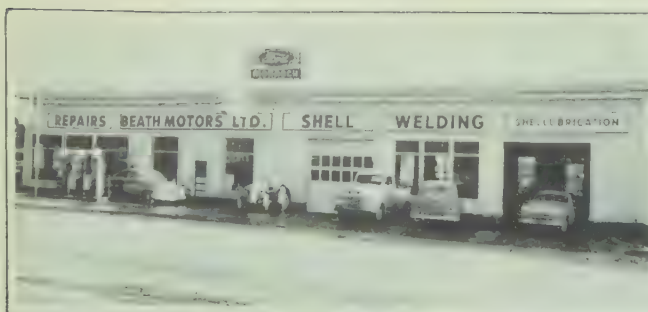


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was to have more influence on the area than any other single development.

In advertising their new townsite, the Hammonds weren't above stretching the truth. On the strength that one railway was under construction, they circulated a map showing Fort George as the hub for eleven lines and claimed that all were being built or under survey, while at the time the only access to the district was by pack trail from Quesnel. However as interest in the area quickened, construction started on a wagon road and several companies started building river steamers at Quesnel and Soda Creek. These steamers contributed greatly to the progress of the area. Until the arrival of the railroad, they transported virtually all the settlers and their belongings and freighted in the bulk of the community's supplies.

In the spring of 1910, the effectiveness of the Hammond's advertising became evident. People poured into the area by river steamer, pack-train and shank's pony. There were men of ages and nationalities, all filled with the spirit of adventure and all bent on starting on the ground floor of the new community. Besides the proverbial tinker, tailor, soldier, sailor, there were three bankers who disguised themselves as prospectors and trudged in with their assets in burlap bags slung over their shoulders.

In the excitement another group of men decided to get into the act and on the Fraser River some three miles from the Hammond's Fort George started a second town which they called South Fort George. Here they possessed a big advantage over Fort George in that river steamers could dock every day of the navigating season, while the Hammond site was accessible only at times of high water. However in spite of its out-of-the-way position and its incessant battle with the railway company, the Hammond townsite was developing rapidly.

By the summer of 1910 it was an army of tents, with buildings rising as quickly as boards dropped from the three mills that were operating nearby. Since the Hammonds had advertised the town as a place with all facilities, they built a school and hotel, and bought a newspaper that had originally been started in South Fort George by

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John Houston. Later to back up their rash claim that "river steamers called regularly at Fort George" they even built a small river steamer.

As the towns grew so did rivalry between them and late in 1913 when South Fort George had a newspaper again, the two editors were soon locked in verbal combat. In one exchange the Fort George Tribune blasted his rival with expressions of brotherly love such as the "red-light agent who edits the South Fort George sheet." "the frothings of a subtracted

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nothing," "the ravings of a mangy idiot who runs an alleged newspaper in South Fort George." While such





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an outburst might have seemed alarming to the outsider, it was about the only form of entertainment, because there were only a dozen women in the area and social life was necessarily restricted.

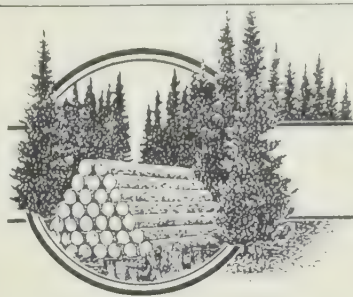
In 1911 the wagon road from Quesnel was completed and the first stage rolled in and since the Hammonds were still spending over a hundred thousand dollars a year in world wide advertising the area continued to develop rapidly. Lots sold all over Canada and the United States at prices ranging from \$600 for corner lots and \$400 for inside lots. Sometimes people who had invested in the area came to look over their property and when they discovered just what they had bought, promptly demanded an adjustment and usually got it. Illustrating this in his book "A History of Prince George" Reverend F. E. Runnalls comments that one day a citizen of Central Fort George found a young man sitting on the banks of the Nechako River, gazing despondently at the cut bank on the other side. When asked what was the matter, he replied:

"Do you see that sand bank over there?"

"I do," said the Central Fort Georgeite.

"Well," the young man said, "I spent all I had on four lots right on the edge of that bank. Every time the bank slides into the river, I figure it costs me fifty dollars. I've lost two hundred since nine o'clock this morning, and I don't know whether to jump in the river or go back East and sell the lots to my brother-in-law before they are all washed away."

By 1913 the frontier towns of South and Central Fort George were at their zenith. While Central was more or less a quiet residential town, South Fort George was wide open. Its red light district flourished and men piled five and six deep in front of the famous ninety foot bar at Albert Johnson's Northern Hotel. Bartenders worked 12 a shift, and with whiskey at two bits a shot, as much as \$7,000 was taken in during a single day. The towns now had a population of 1,500 each and when the government announced that construction would start on a new rail line called the P. G. E. to link the area with Vancouver and the Peace River, everyone looked to the future



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Prince George

Site of present day Prince George  
upon arrival of steel (Jan., 1914)

with confidence. The one ominous cloud was the rumour that the Railway Company had purchased the Indian Reserve that lay between the two towns and intended to start a third townsite called Prince George.

All this time Hammond was striving desperately to persuade the railway company to build their station at or near Fort George. He would have succeeded, too, but his greatest supporters, Charles M. Hays, G. T. P. President and Hugo Ross, Winnipeg Financier, lost their lives when the Titanic sank. The new President refused to put the station anywhere near Railway Commissioners and the station question became one of the most bitterly fought issues in the area's history. Meanwhile the railway tracks inched closer and on January 30th, 1914, the first scheduled passenger train arrived. The same month the railway company announced they were sub-dividing the Indian Reserve and put the lots on sale.

At first development of the new townsite was anything but spectacular. By spring the only sign of life was a few scattered buildings, while Fort George continued to expand and became the social centre for the area. But the Railway Company had an ace

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in the hole and they backed it to the limit. Despite the Board of Railway Commissioner's ruling that the station be built at a point where it would serve both towns, they erected a rough shed at their own townsite, and even though they were building round-house and machine shop at other divisional points, they made no effort to start construction at Prince George. The plan had its desired effect.

Businessmen in Fort George realized that the railway was playing for keeps and had no intention of following the Board of Commissioners ruling. They became doubtful about the future of their own town and started moving into Prince George. By the end of the year the Railway Company could sit back and smile. Prince George was dotted with over \$500,000 worth of buildings and had a population of 1,500, while the other towns had dropped to 1,000 each and continued to dwindle.



Fort George's first newspaper was established in 1910.



The Bank of British North America was first on the scene in the premises shown above.

However, until a disastrous fire wiped out an entire block of the main business section of the town, many people remained loyal to Fort George. They would have survived even the fire, but in 1915 a second blow fell. In spite of another fight between the

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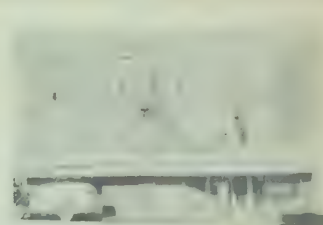
Hammonds and the Railway Company, Prince George was incorporated and Fort George left completely out of the municipal limits. The Hammond's dream of a thriving metropolis in the north had proved to be only a dream.

During World War 1 most of Prince George's young men were overseas and after the hectic years that had gone before, the area was strangely quiet. Christmas of 1917 was especially dull because prohibition was in force and the only hotel was in the hands of the sheriff. After the war, construction was resumed on the P. G. E. and another wave of speculation rippled over the area. Steel reached Quesnel in 1921 and had progressed halfway between that point and Prince George when the government abandoned the project. But there was one bright note.

Over the years the G. T. P. had been taken over by the C. N. R. and in 1922 the rough shed that had served as the city's railway station for eight years was replaced by a permanent brick structure. The new station was the end of an eventful era. From that day the only link with the past were the memories in the minds of pioneer citizens.

There are still many old-timers in the district who remember the booming days when the town was young and wild. Many of the early residents have risen to prominent positions, and perhaps several of the best known are P. E. Wilson, K. C., city solicitor for the past 35 years; A. Patterson, mayor from 1927 to 1944; Harry G. Perry, mayor for three years and in 1920 successful candidate for the Provincial Legislature. He was re-elected again and again in over twenty years, at Victoria he held such important government posts as Speaker of the House and Minister of Education.

Another old-timer who has carved a name for himself is Karl Anderson. In 1914 he was an immigrant Dane, hardly able to speak English, but determined to try the free enterprise he had heard so much about. He started selling newspapers on street corners and graduated to a newstand fashioned from an old piano box. Over the years he branched out and today could probably buy the Company who made his original newstand. He is still most active, although during the war when he was a mere 75 he received



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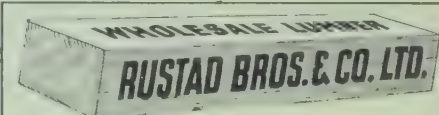
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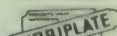
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In Lubrication



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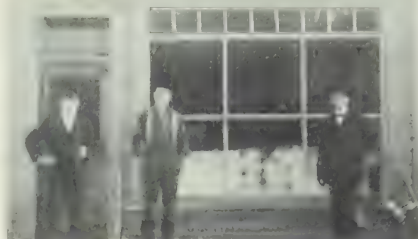
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One of the first real estate offices in  
Pr. George, established by Kolling,  
McInnis and Mason.

a notice from the local ration board  
saying that since he was dead he  
should turn in his card. "Dead!" he  
was heard telling a government official.  
"I'll eat all the rations I can get  
and then some too."

A pamphlet published by the local  
Board of Trade states that while  
Prince George's climate is colder  
than that on the coast, it is invigorating.  
In fact it is so invigorating that  
when the thermometer plummeted to  
almost -60 degrees F. last winter  
most people decided that letting Fido  
out was invigoration enough and re-  
turned to keep the home fires burn-  
ing. But everyone on the continent  
well remembers that 1950 was ex-  
ceptionally cold. Prince George ac-  
tually enjoys a far more favorable  
climate than most Canadian centres  
of its latitude. The average winter  
mean is 24.5 and the summer 52.6.  
In addition a growing season of some  
162 days with an average rainfall of  
16 inches makes the district a natural  
for anyone with a hankering for a  
"mule and forty."

The soil ranges from very heavy  
clay to light sand and generally speak-  
ing follows the pattern known to Eng-  
lishmen as "rolling countryside."  
The long growing season combined  
with little loss from hail or insects  
is ideal for mixed farming. Over the

VANDERHOOF, B.C.

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HARDWARE

Agents:  
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*Hawker's*

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Bruce Russell



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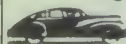


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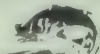
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Typical farm in the Prince George district.



Dominion experimental station near Prince George.

years farmers have come to realize this and today about 80% of the farms are geared for this line of production. Wheat yields 27 bushels an acre; barley, 40; hay, 2 1/2 tons; and potatoes 12 tons, while Department of Agriculture officials estimate that good farming practices could raise this average easily 25%. But at the same time officials point out that farming in the district isn't all milk and honey.

The predominantly clay soil is difficult to work, and in some cases, domestic water supply is limited. The land is relatively heavy to clear, but in this respect a government land clearing unit of three bulldozers is stationed in the district. Last year farmers had some 1330 acres cleared by the unit at an average cost of \$32 an acre.

At present farmers own about 200,000 acres but since there are over 520,000 acres of potential farm land available, there is every opportunity for increase. And there is a local market for all produce. At present 50% of the vegetables, 50% of the meat, and 40% of the milk consumed locally has to be imported. Shirley Preston, District Supervisor of Agriculture, points out that production of these staples could be easily doubled and still only meet local demands.

One factor that is having a marked effect on agricultural practices in the district is the Dominion Experimental Station a few miles south of Prince George. Since the station was estab-

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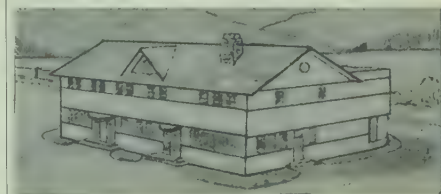
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TELKWA, British Columbia



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"EVERYTHING FOR THE HOME"

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lished in 1940 increased production to farmers has more than paid its total cost. In many instances yields of hay alone has tripled as farmers apply fertilizer according to station recommendations rather than sprinkling it around like autumn leaves.

At the moment the farmer's greatest worry is the lack of a veterinary surgeon. The need was evident last spring when horses throughout the district gave up the ghost in wholesale numbers. Scientists at U. B. C. were hastily consulted and diagnosed the trouble as acute indigestion. Fortunately the loss wasn't serious. Over the years farmers had replaced Dobbin with tractors and were keeping him on the feed bill only for sentimental reasons. Consequently when the first pangs of sorrow passed most farmers were quite relieved. However they feel that next time they might not be so lucky and are striving to entice a vet into the district.

A vet would be practical in another way. During the hunting season he could patch up farm animals that fall prey to over-zealous gunners. But in this case his work would be sorely limited. There is still plenty of game in the district, and shortly after the 1950 season opened cold storage lockers were plugged with choice cuts of moose and venison. Bears, too, are numerous. So much so that last year Inspector Gill of the Game Department was called out five times to dispose of bruins that had been taken up residence within the city limits.

In the Prince George district the fisherman, too, has ample opportunity to show his talent. If he has a weekend to squander he can pick any of the dozens of lakes and streams within a hundred mile radius and try his skill on rainbow trout, char up to fifty pounds, and appetizing Arctic grayling. Closer in, Six Mile Lake, actually eight miles from Prince, is excellent for trout as is Summit Lake 30 miles away. Here, too, is the continental divide. At one outlet the water flows to the Pacific while at the other

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A Complete Line of Ladies', Men's and  
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GUS CHRISTIANSON, Proprietor  
**GOOD FISHING and HUNTING  
IN SEASON**  
*Guides Supplied for Tourists*  
Newly Decorated Throughout  
**HUNTING HOT and COLD WATER IN  
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Modern Conveniences  
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NEW HAZELTON, B.C.

## MYROS & SMITH LTD.

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A Complete Line of Quality Groceries  
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LUMBER MANUFACTURERS

HEMLOCK CEDAR SPRUCE

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DRUGS



STATIONERY



## PETER BENOIT

CONTRACT TRUCKING

Specialising in LOGS, POLES and LUMBER  
Box 113 TERRACE, B.C.

it begins its long journey to the ice bound Arctic.

Those who aren't interested in either hunting or fishing can remain in Prince and join dozens of organizations from the Rotary to the Reserve Army and from the A. A. to the local Gun Club. They can curl, skate or ski, go to the latest movie or stay at home and listen to recordings from the local radio station's basic library of 20,000 selections.

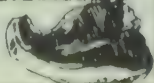


Identical views taken one year apart show Prince George getting off to a good start. Top photo was taken in April 1914, lower one on March, 1915.

And should the Prince Georgeite long for the clatter of street-car or snarl of traffic jam, he can take a trip to Vancouver or similar metropolitan area. But he invariably returns, accompanied by friends who were impressed with his glowing stories of Prince George's future and who decided to learn first hand whether this optimistic attitude is justifiable. After they have seen the miles of first grade timber, the thousands of acres of virgin farm land, and became familiar with the city's centralized location, they, too, acquire an optimistic outlook and realize that the rash claims of the early promoters weren't false, they were just premature.

## EMPIRE MEAT MARKET

QUALITY FRESH & CURED  
MEATS  
Fresh Fruit & Vegetables



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Foies, Piling, Ties, Boomsticks, Shingles  
Western Hemlock, Red Cedar, Cottonwood,  
Sitka Spruce Our Specialty



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A Good Place to Eat  
Good Food — Quick Service

TERRACE

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FULLY LICENSED

Electric Light - Hot and Cold Water  
Accommodation for Commercial  
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## SPENCER'S GARAGE

WHITE MOTOR TRUCKS - CLETRAC  
TRACTORS - CARGO WINCHES  
Isaacson Dozers - Logging Equipment



## The HOME GRILL

Specializing in Home Cooked Meals  
Soft Drinks — Confectionery — Tobaccos  
(Mrs. R. C. Jackson)  
TERRACE, B.C.

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WESTERNS - DRAMA - MUSICALS - COMEDIES  
— TUES & WED — — FRI & SAT  
SATURDAY MATINEE — TERRACE B.C.

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Complete Automotive Service  
DODGE - DESOTO CARS - DODGE TRUCKS  
Your Official AAA Garage in  
TERRACE BRITISH COLUMBIA

## INTER-VALLEY LUMBER & SUPPLY Co.

Lumber Manufacturers

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POSTS, PILING

SPRUCE BOOM STICKS  
HEMLOCK PILING

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Excellent Meals — Lunches — Sandwiches



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INCORPORATED IN CANADA  
DIRECTOR: LEN F. BREWERTON

*Wholesale Fruit, Produce and Eggs*

PRINCE RUPERT, B.C.

Hamilton Avenue, South Fort George, B.C. No. 110.



Main street in South Fort George during its heyday. Building in due line with team and wagon is old Northern Hotel, famous for its 90 foot bar, which its owners claimed was the longest in the world at that time. BELOW: First saw-mill of the district was built at South Fort in 1910. Today there are over 500 mills in the Prince George forestry district.



Early day photos used in connection with this article were made available C & N Digest through the courtesy of the Prince George Archives.

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FOR Men's Fine Clothing  
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Men's, Boys' and Girls' Shoes

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*Frozen in Pigeon Foods*

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*Velvet*

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Tobaccos — Confectionery — Magazines  
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Dine at Prince Rupert's Smartest Cafe  
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Fine Food, Cleanliness & Courtesy



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AGENTS FOR **Glidden Paints**  
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Perhaps our first move should be the one proposed by our M.P. for Alberni, Jack Gibson, who recently suggested in parliament that NEWS-PRINT PRODUCTION FOR EXPORT TO THE UNITED STATES BE SLASHED TO 50% - with timber used for housing instead.....



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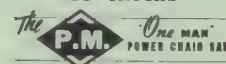
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ALASKA HIGHWAY

Edmonton



# OLD JEDE DEALS.....

continued from page 7

Ross addressed his Superior.

"Haven't you got that weapon ready yet ofr our little moose hunt, Ray?" Corporal Ray Barrington finished cleaning and squinted an eye down the bore of his rifle.

"And so you are Benny Snell?" he drawled, "Dennis here, recognized you from a picture back East. Kind of a record, eh? Well that'll be attended to later. What you're here for," and Barrington's grey eyes levelled and hardened, "is robbing old Jede Moreland, our Red Rock hermit. You have about a thousand dollars on you Mr. Snell!"

"Supposin' I have!" Benny sneered "That's no proof it's his, an' seeing you're smart -- if I did clean him, nobody could have found out before tomorrow at the very earliest."

"That's right," Barrington leaned forward. "Dennis is leaving now to go up the mountain. Go hard with you if there was any violence, or murder-He paused, went on quietly, "fact is Mr. Snell, no one saw you do anything. We haven't seen old Jede for a week! Wouldn't have known yet, if-----"

"If what?" Benny leered.

"Easy now," Barrington grinned. "If you hadn't brought us the evidence yourself!"

Benny's laugh was harsh. "Think up a better one than that, Corporal!"

Ray Barrington chilled his words. "Old Jede had a coin he sure valued a lot. Thirty years ago a minin' partner of his carved his initials in it, and melted-in gold -- a tricky little job. Jede kept that with his money. Old chap always had a love for souvenirs. If ever anybody had that," he said, "we'd know he'd been robbed."

"Fine story," Benny smirked. "Sure he told me too, but he gave it to a friend weeks ago. I handled no

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silver with initials in it!"

"Right again!" Barrington nodded.  
"A few weeks ago old Jede sorta' suspected a prospector up there of snooping in his cabin. So Jede sent this coin down to Nelson to be silvered over, almost. I just returned it to him last week. 'Course any oldtimer around here could still recognize it, tip me off --." Barrington gave his rifle a final affectionate wipe, propped it against the desk. "That, Benny," he concluded, "is why I wired Constable Ross at Goldpoke to jog out and meet you at Bar Siding!"

Benny's mouth twitched. The color had left his face a dirty ash grey.

"You see what I'm getting at!" Barrington rose suddenly. "You handed that silver dollar to old Steve Warnick in paying for your ticket to Goldpoke, and now for the time being Benny, We've got a cozy little cell here. Oh," his voice lowered, "I hope those two claim jumpers I brought in don't mind your company too much!"



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In The Heart of The Atlin Gold Fields

LETTERS - continued from page 3

leg-pulling of any chechako within hearing distance. Maybe it would not be the Cariboo without that.

Darwin L. Charlton.

Celista, B.C.

## SAVING ALL COPIES

Inotice that the story of "20,000 Reward," has been abbreviated to some extent, and must say that as a result it might meet with a degree of disapproval by some of the Nicola Valley readers who are familiar with the facts: For example: A paragraph is omitted, which contains the only recorded words by Shorty Dunn, "I wish the bullet had gone through my head." By another omission, the story gives the impression that Miner was not armed; whereas it is known that his weapons were under the tarpaulin. And by striking out the trainman's evidence, the mention of the "kidney pills" lacks significance.

Here is an observation I'll pass on All the Digest readers I am acquainted with, are carefully saving their copies for what they all consider will make a colorful collection of B.C. lore and literature.

You may let Billy McNeill know, that I for one, would like to have more of his stories.

C. G. Steffens.

Sometimes "cutting" an article is unavoidable, and we try to do it where it will hurt the least. ED.

## WOMAN'S PAGE?

Thank you for your very fine magazine, we enjoy it very much in our home. I would like to see a woman's page included in the magazine. I, for one would like to get different ideas on how to cook wild meats. And also I'm particularly interested on how to make articles out of buckskin, such as jackets, jerkins, gloves, moccasins etc. My husband tans hide from deer and I would like to make use of it in that way.

I would like to know just what the rest of your readers think of this idea. I think it would make it more interesting for us women folk.

Wishing you all success for your Digest.

Mrs. P. Verigin.

Haney, B.C.

## IT PAYS TO ADVERTISE.

I recently came across your advertisement in an old copy of a Stateside periodical. The ad. has prompted me to wonder if you are still publishing this magazine, and what kind of reading you are carrying on its pages.

Being somewhat of an armchair

WHITEHORSE, Y. T.

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hunter, enjoying most of my OUT-DOORS sports INDOORS, I would appreciate receiving your subscription rates, and some information as to what kind of a periodical you are publishing, if still published today.

Martin Filchock.

Grindstone, Pa., U. S. A.

## STRANGE GROCERY LIST.

Enclosed please find a very strange grocery list from one of the real old-timers. I think that such things are becoming a thing of the past as very few of the younger generation of the Carrier Tribe are able to read and write the language and alphabet made up by Father Morice at Fort St. James.

I understand that some of the type for the original printing press is still in town and if you think you can use same I will do what I can to get some for you. (They might come in handy for sending complaints to Victoria about our roads (adjectives that concluded next page



WHITEHORSE, Y. T.

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got to go out for awhile.'

LETTERS - continued from page 35

is) I am definitely sure the Hon. Mr.  
Carson would understand them per-

fectly as he spends so much time in  
this country laying out trap line trails.  
Bruce Russel.

Fort St. James, B. C.

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We thank Mr. Russel very much for  
his thoughtfulness.... we feel that  
the life of Father Morice was defin-  
itely tragic and his inability to finish  
his self-appointed task at Stuart Lake  
(Fort St. James) a great loss to Nor-  
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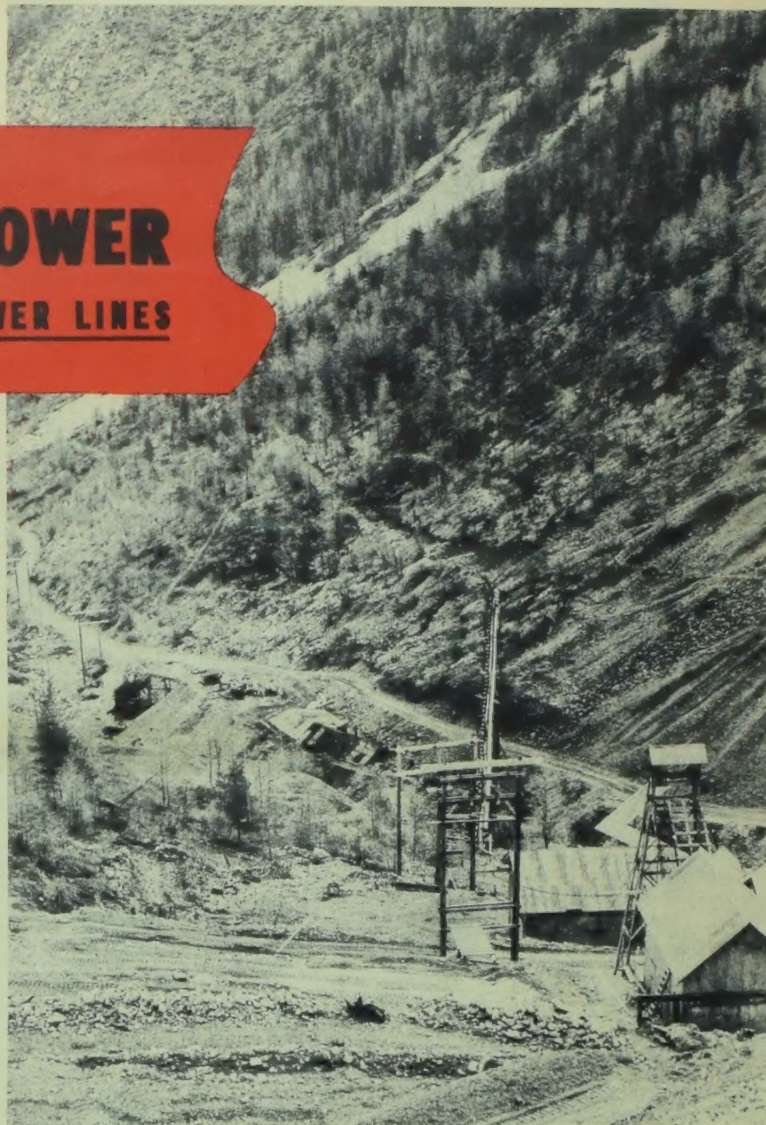
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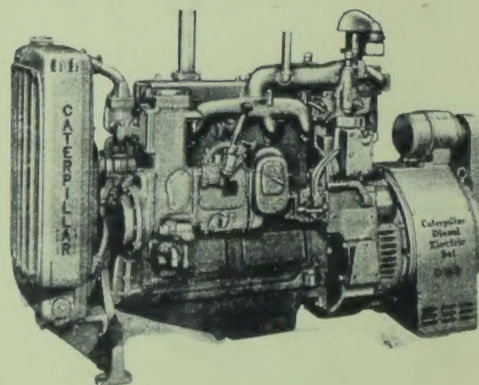
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